

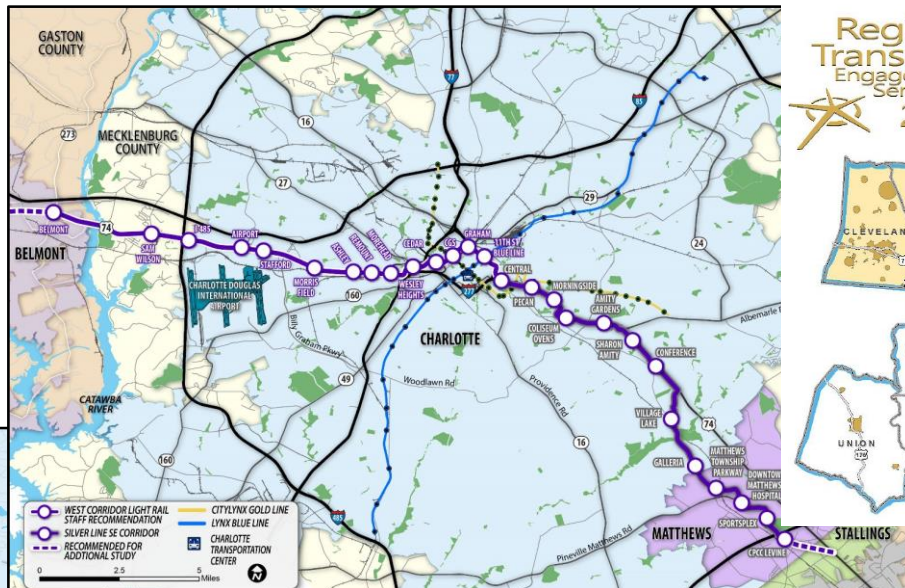


LYNX SYSTEM UPDATE

**Pineville/Ballantyne
Rapid Transit Study
June 12 & 15, 2019**

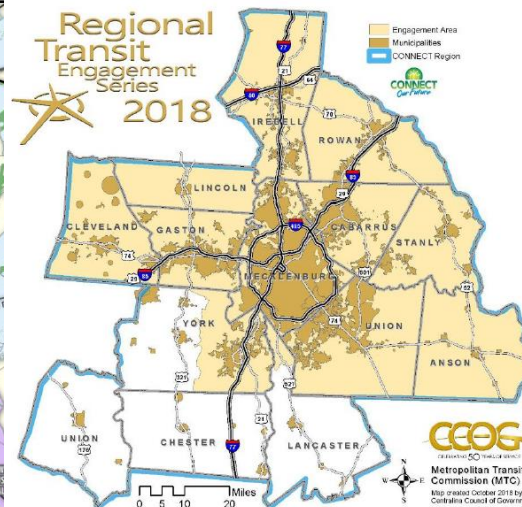


LYNX Silver Line



Pineville
Ballantyne

Regional Transit Study



North Corridor



- MTC Adopted Light Rail for the LYNX Silver Line Southeast Corridor in November 2016
- CATS Presented the LYNX System Update Staff Recommendations as an information item at the January 23, 2019 Metropolitan Transit Commission Meeting(MTC).
- At the February 27th meeting the MTC adopted the LYNX System Update recommendations.



Establish **reliable transit** to connect the region, enhance quality of life, and strengthen access to opportunities



Use transit to **influence and shape growth** while respecting community character



Increase **mobility** in each corridor through effective transit investments





Establish **reliable transit** to connect the region, enhance quality of life, and strengthen access to opportunities



Use transit to **influence and shape growth** while respecting community character



Increase **mobility** in each corridor through effective transit investments

Connect major employment / commercial areas in Pineville and Ballantyne to the CATS system with high-quality transit to increase access to opportunities for residents living elsewhere in the region



Establish **reliable transit** to connect the region, enhance quality of life, and strengthen access to opportunities



Use transit to **influence and shape growth** while respecting community character



Increase **mobility** in each corridor through effective transit investments

Use transit as a catalyst to promote attractive urban / mixed-use development at major opportunity areas in Pineville and in Ballantyne, specifically including Carolina Place Mall and Ballantyne Corporate Park



Establish **reliable transit** to connect the region, enhance quality of life, and strengthen access to opportunities



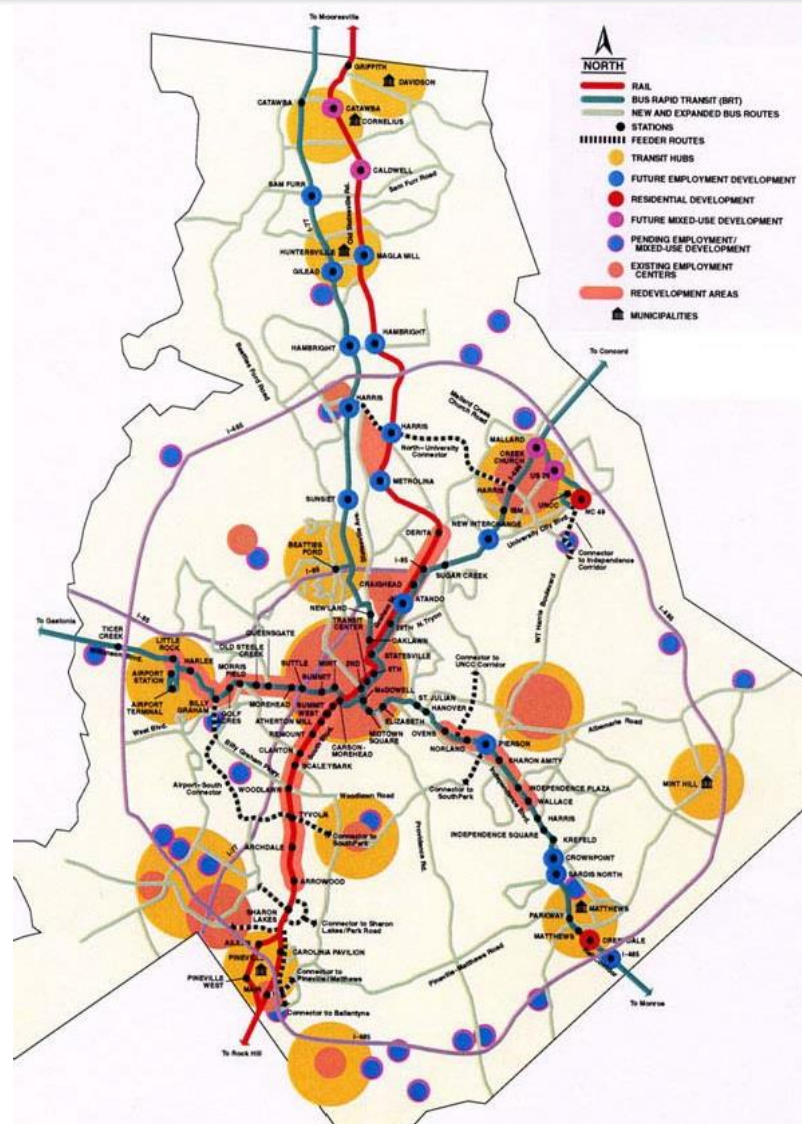
Use transit to **influence and shape growth** while respecting community character

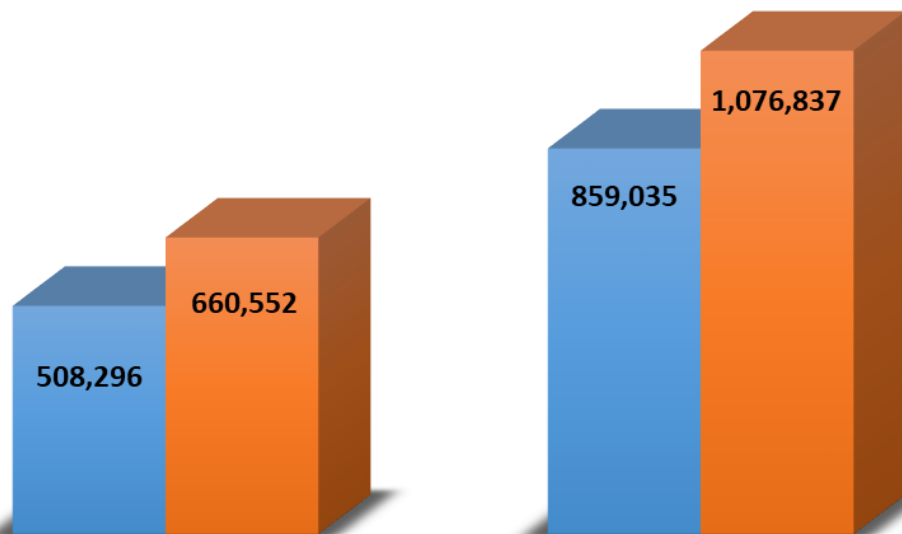


Increase mobility in each corridor through effective transit investments

Increase overall corridor capacity by providing additional access points to the transit system in congested corridors such as I-485 and Johnston Road

- Adopted by Mecklenburg County voters in 1998
- Vision for a long-term growth management strategy
- Integrates rapid transit and mixed-used development along 5 transportation corridors
- Expands transit system to serve between the rapid transit corridors
- Provide more transportation choices to meet mobility needs
- Support sustainable growth for region
- Updated in 2006:
2030 Transit System Plan
- LYNX System Update 2016-2019



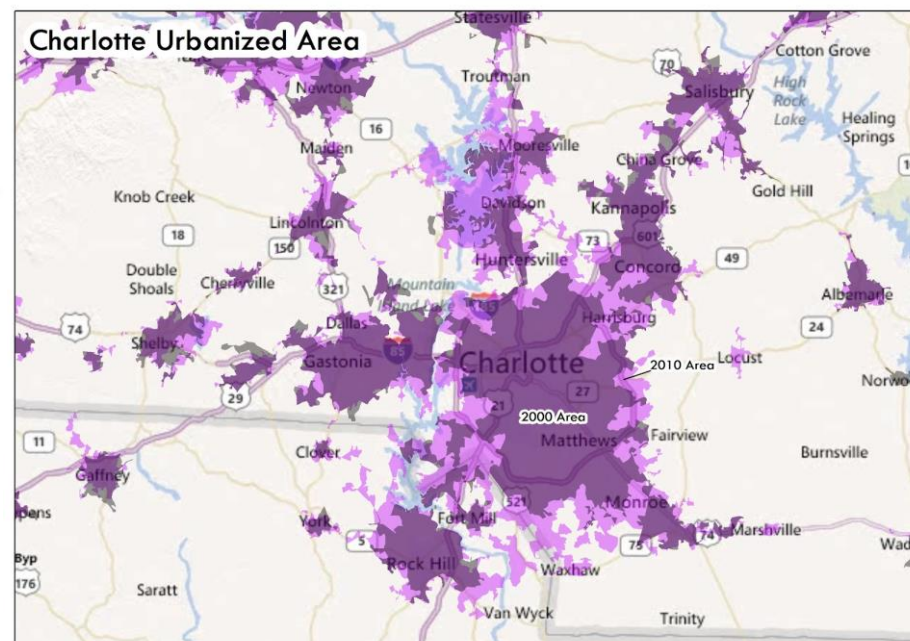


1998

2018

■ Charlotte

■ Mecklenburg County



Over 350,000 people!

That's nearly a 70% increase!

Land Use....

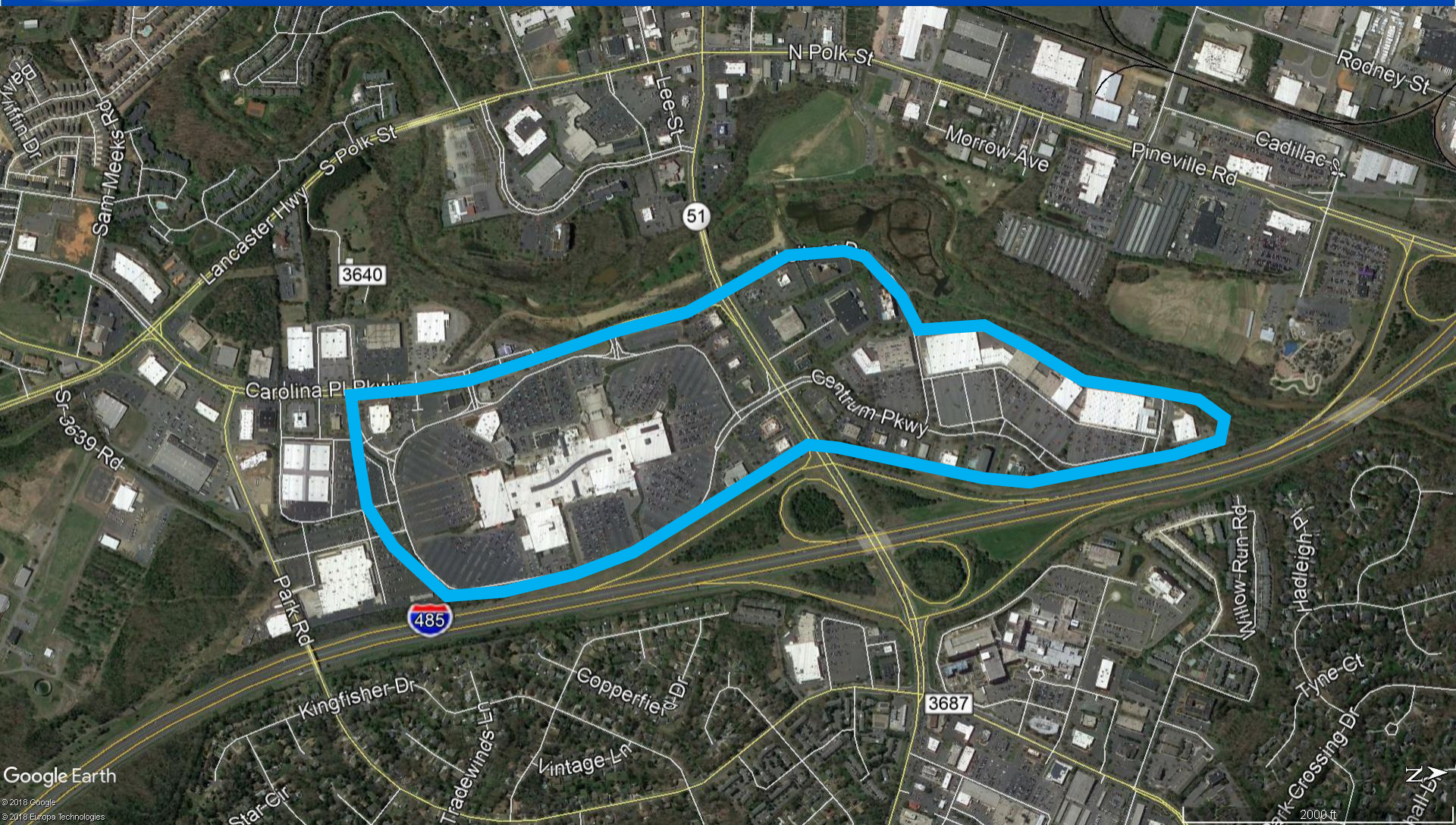


Place

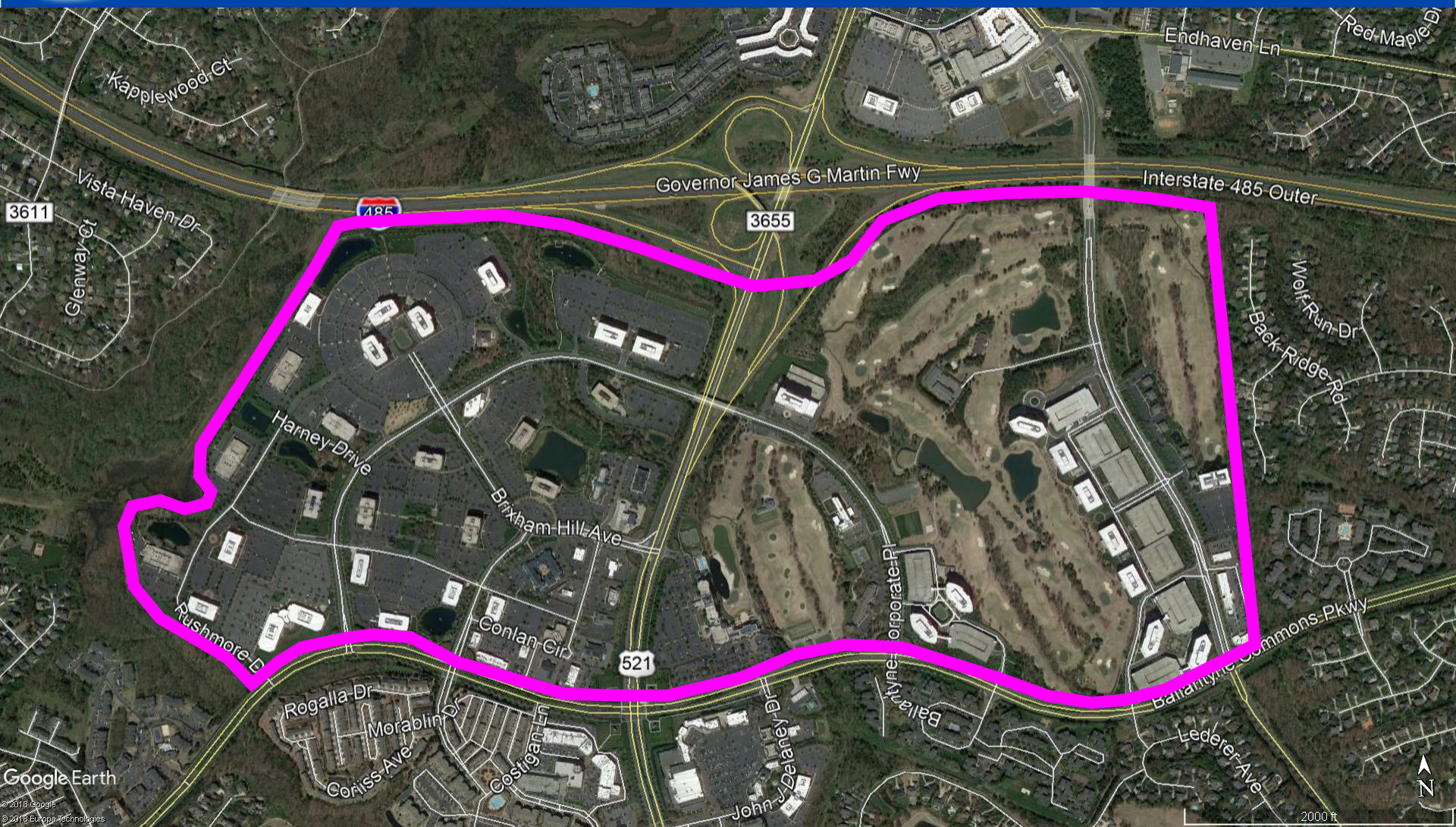


Key Destinations with Transportation Choice

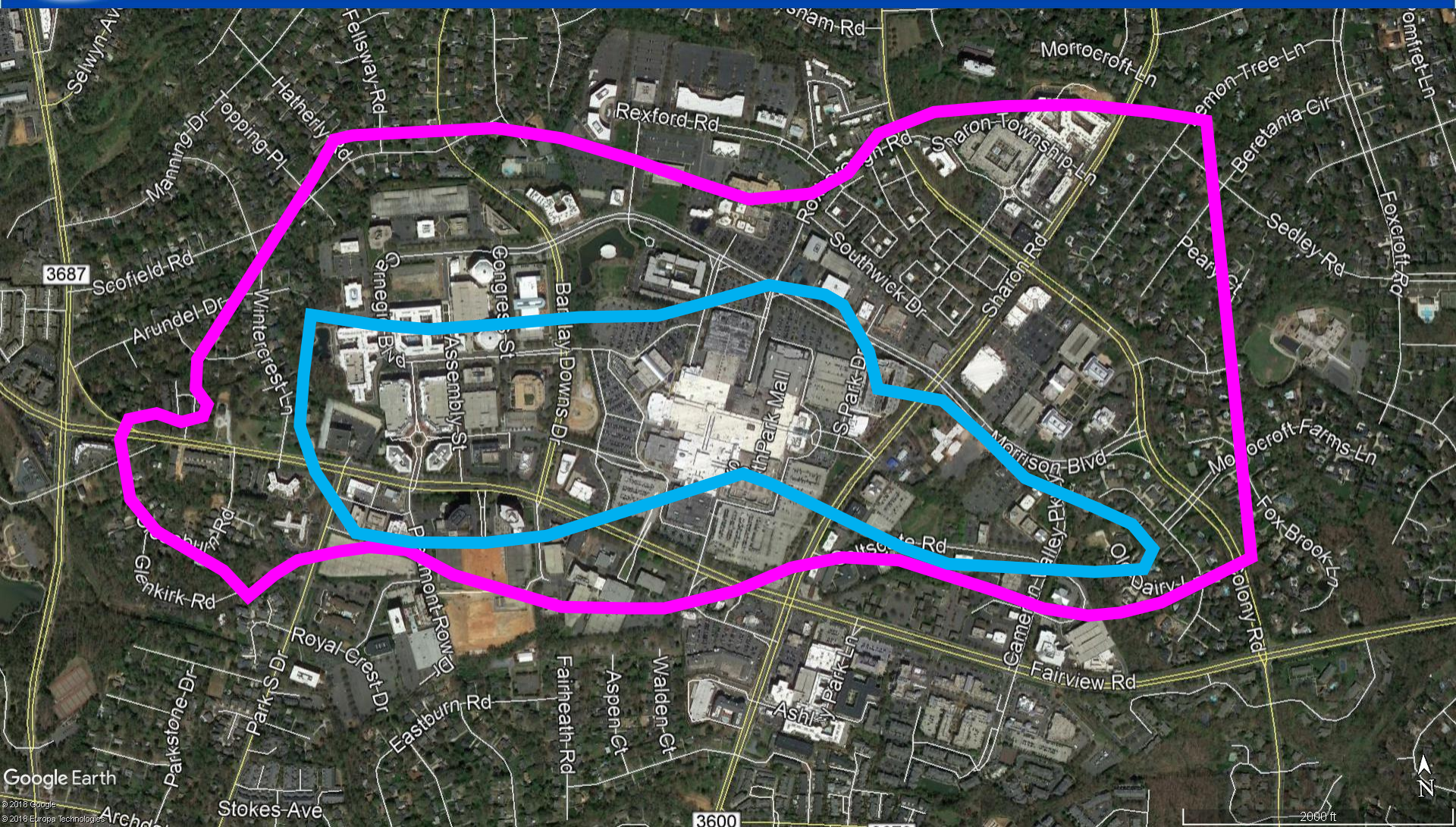




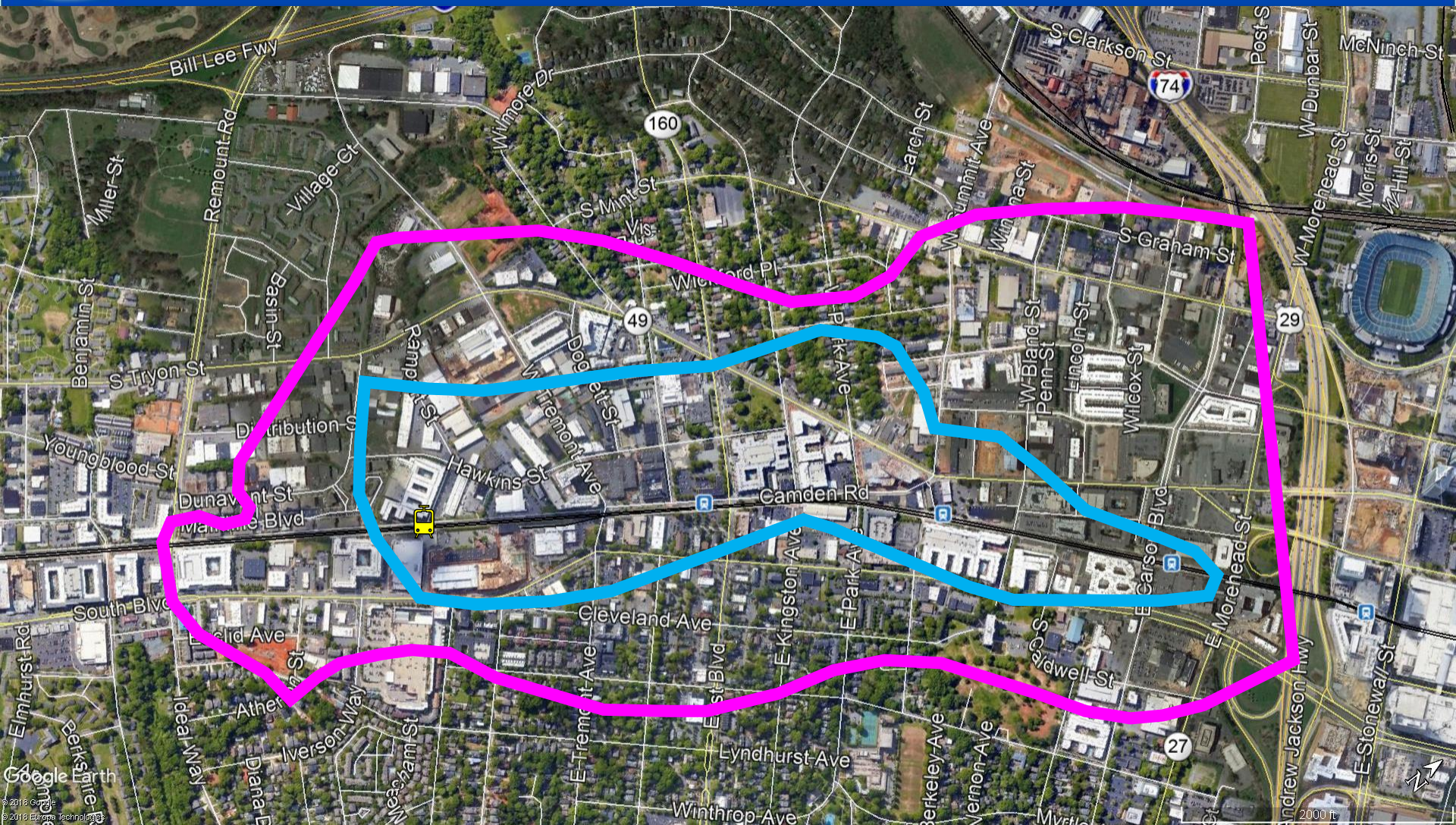
Carolina Place Mall + The Centrum (~180 acres)



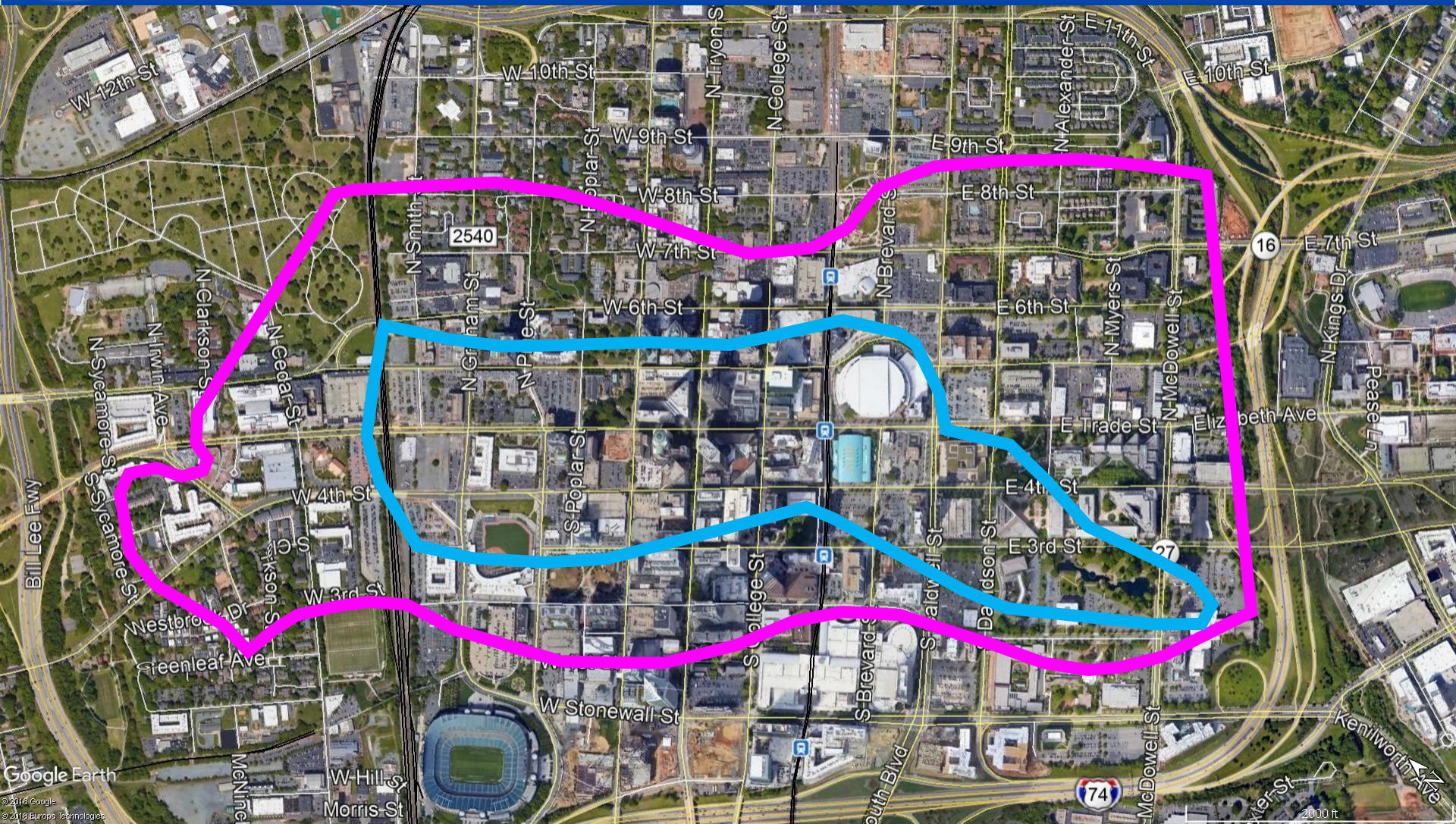
Ballantyne Corporate Park (~535 acres)



Comparison to SouthPark



Comparison to South End



Comparison to Uptown

Carolina
Place Mall



Ballantyne
Hotel



Carolina
Place Mall



Ballantyne
Hotel

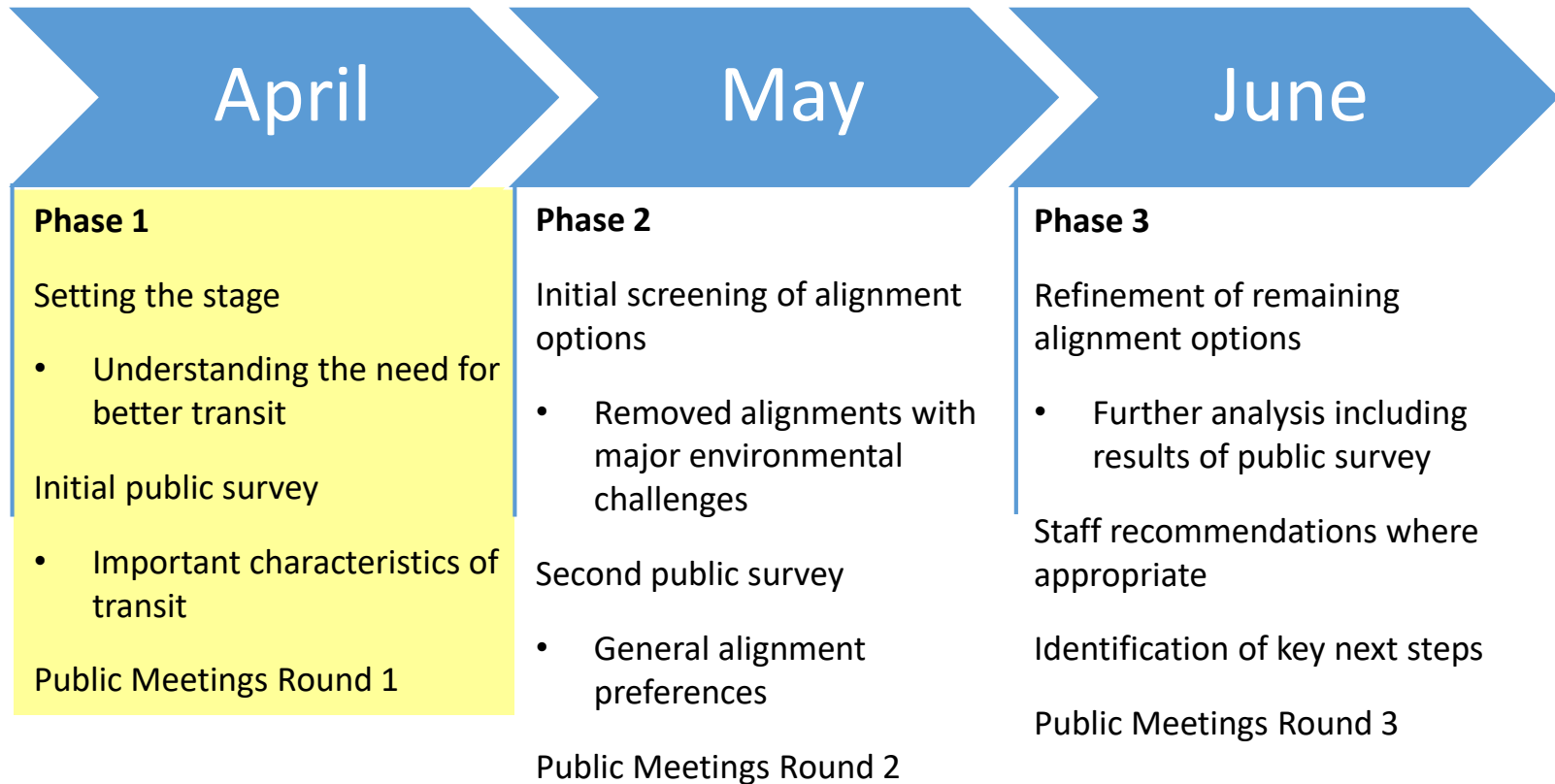


Carolina
Place Mall

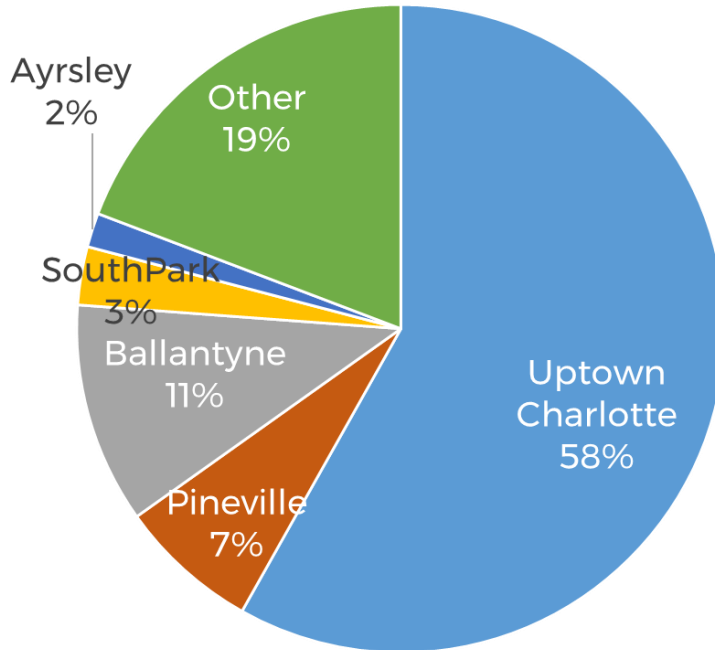


Ballantyne
Hotel



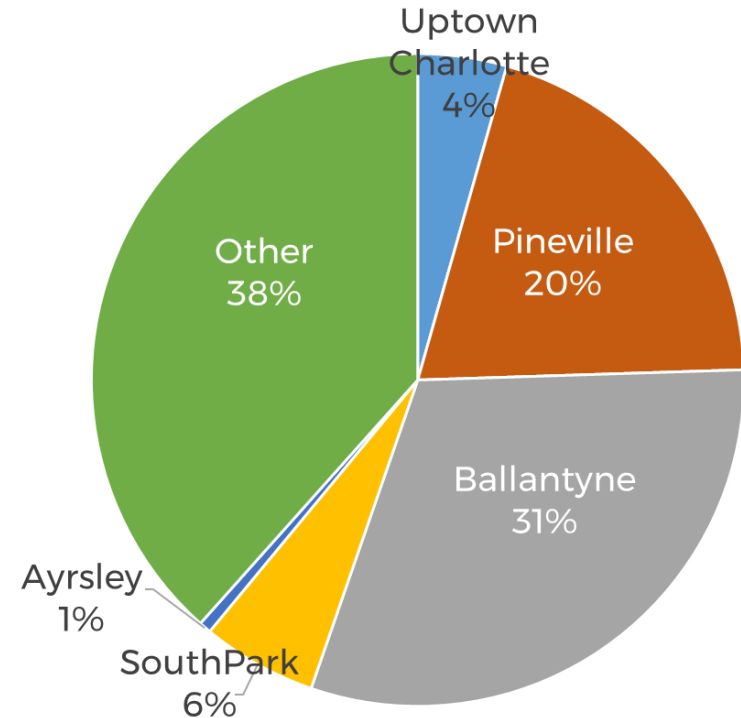


Please select where you work



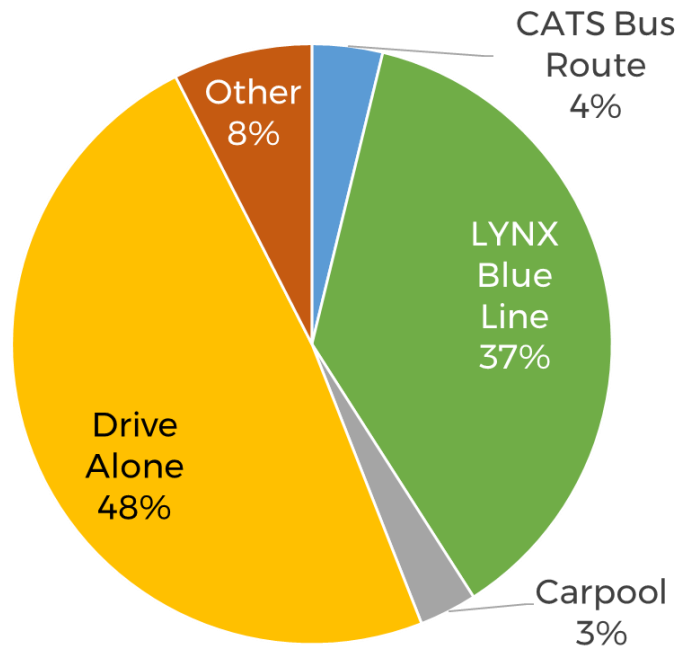
Most work in
Uptown Charlotte

Please select where you live



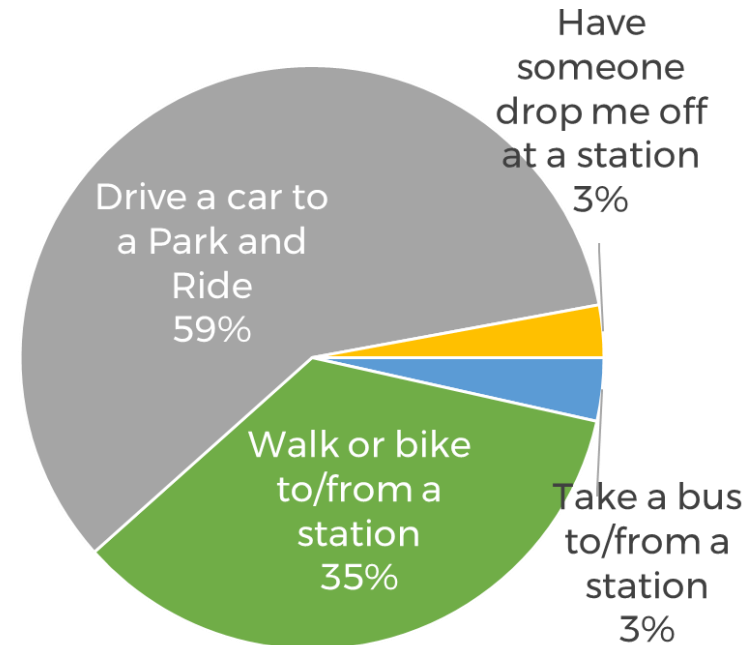
Many live in Ballantyne or
Pineville, but many others
are from across the area

How do you currently commute to work most of the time?



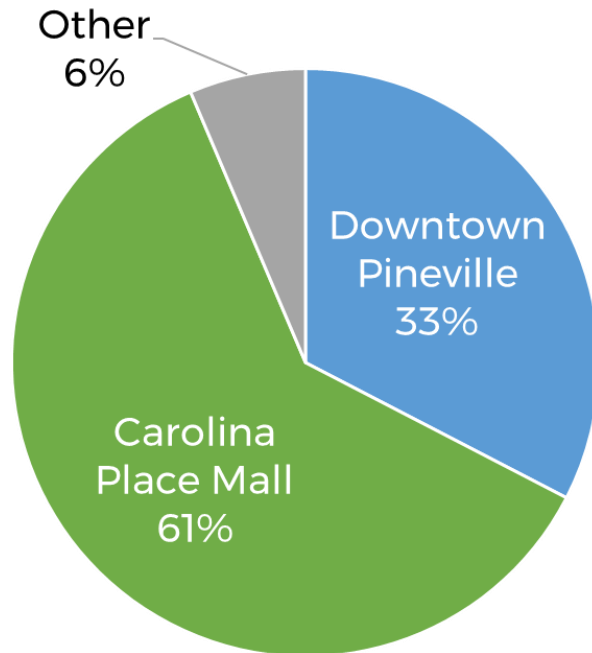
Most drive alone to work or take the LYNX Blue Line

If a Rapid Transit station were available in the Pineville/Ballantyne area, how would you prefer to access the service?



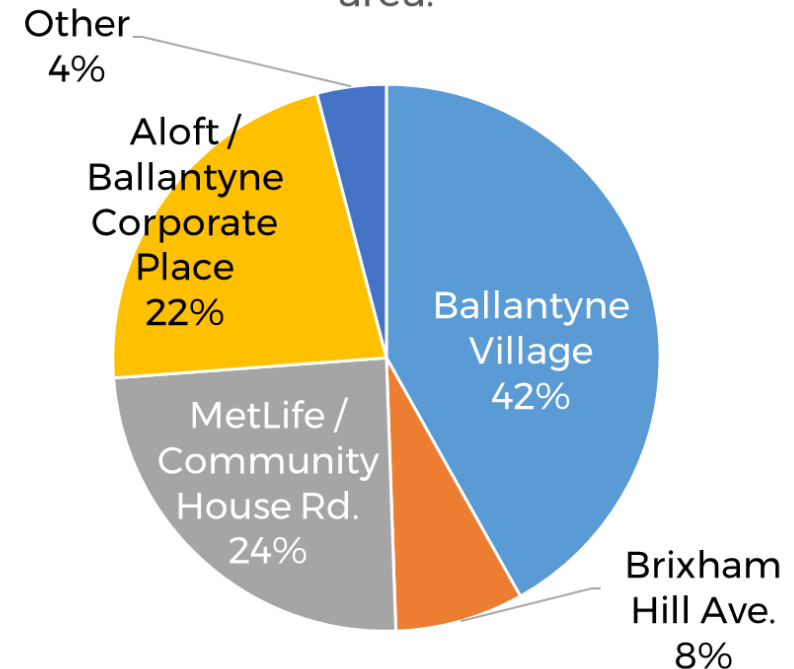
Most want a mix of drive and walk access

Please select the most important location for a Rapid Transit Station in the Pineville area

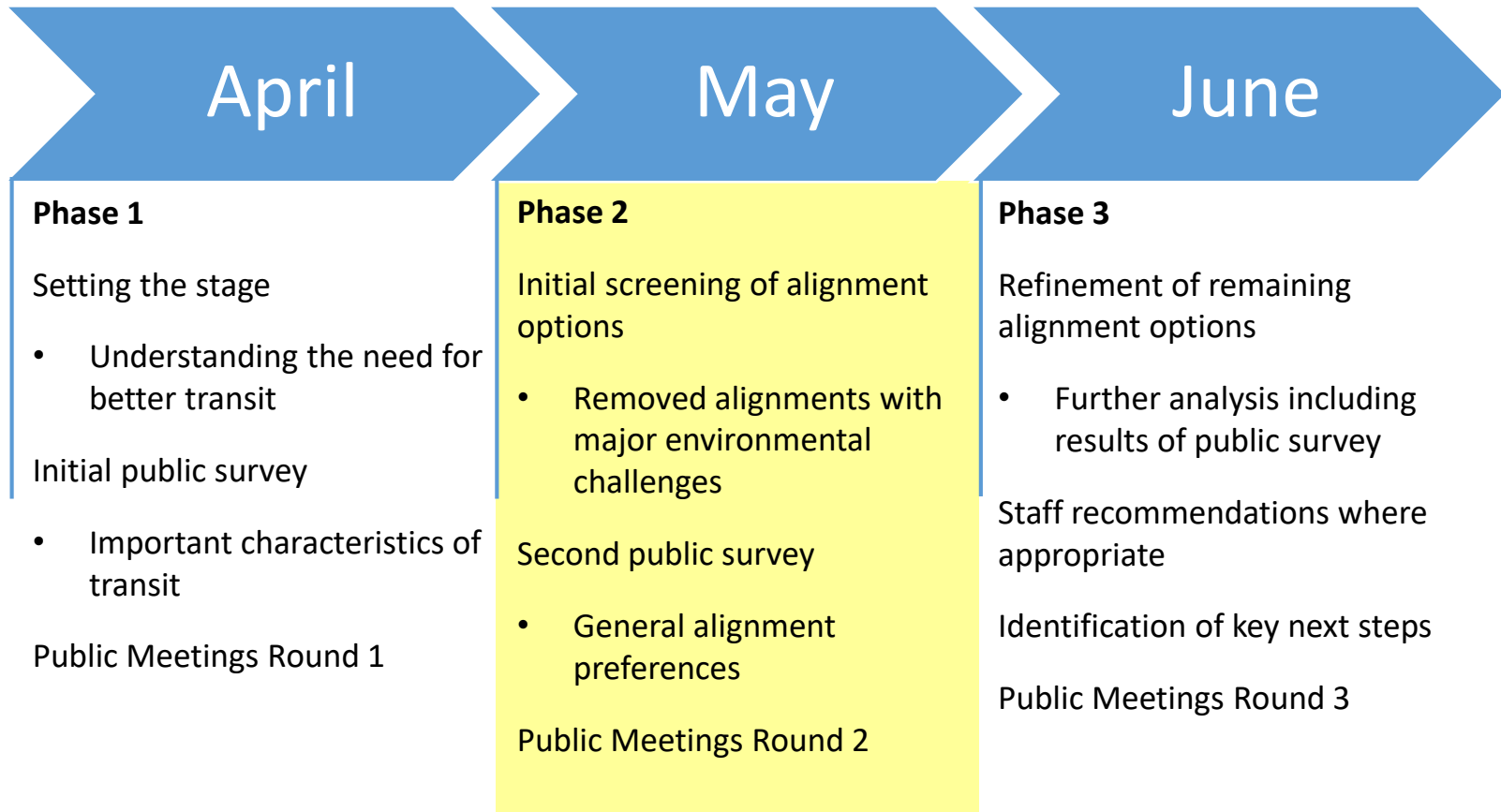


Carolina Place Mall area is the primary desired destination in Pineville

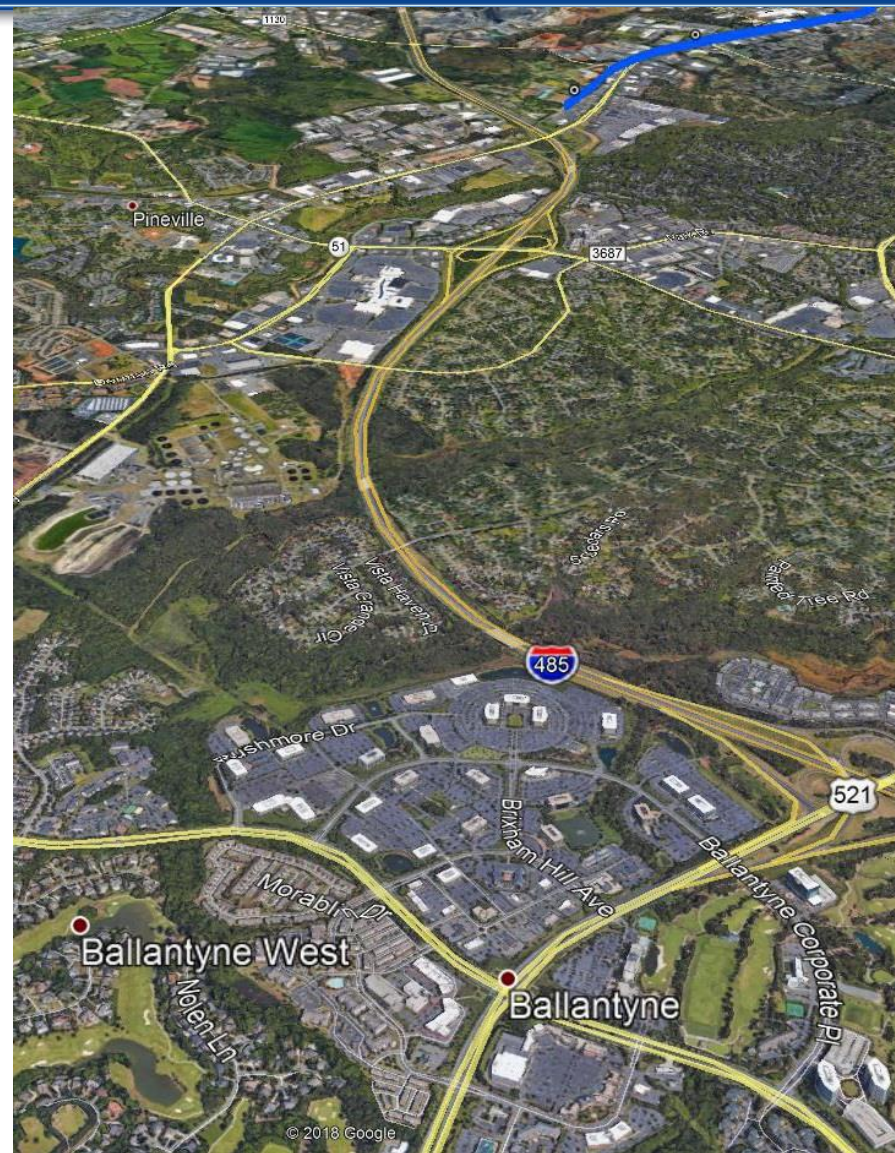
Please select the most important location for a Rapid Transit Station in the Ballantyne area.



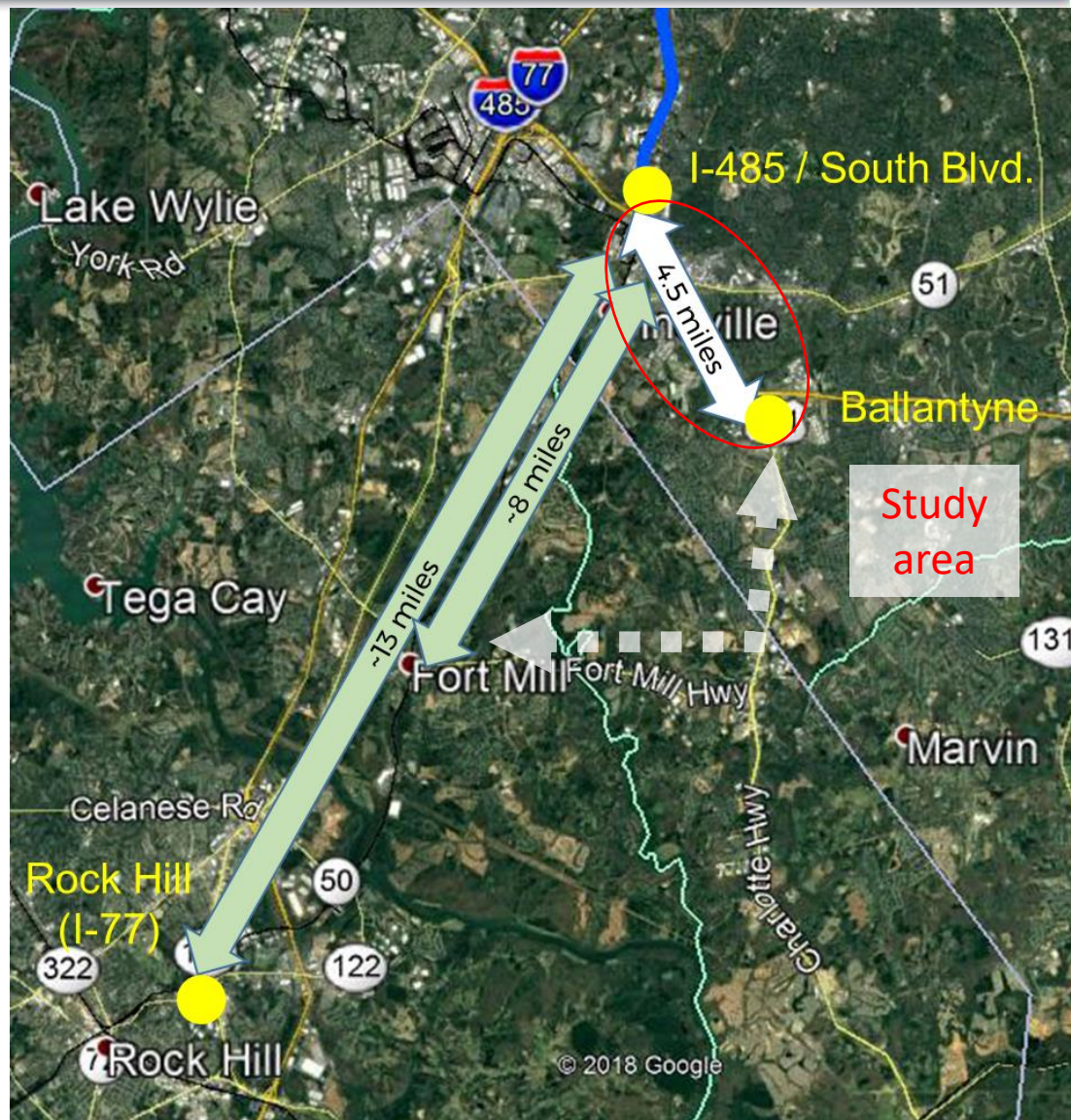
Destinations on either side of Johnston Rd/521 are evenly split



1. Connect Pineville and Ballantyne to Blue Line at I-485 / South Blvd. station
2. Light rail route as a continuous extension of the Blue Line
3. Carolina Place is more critical to serve than Downtown Pineville
4. There is a need for near term transit options
5. Future rapid transit extensions will be addressed through the Regional Transit Study

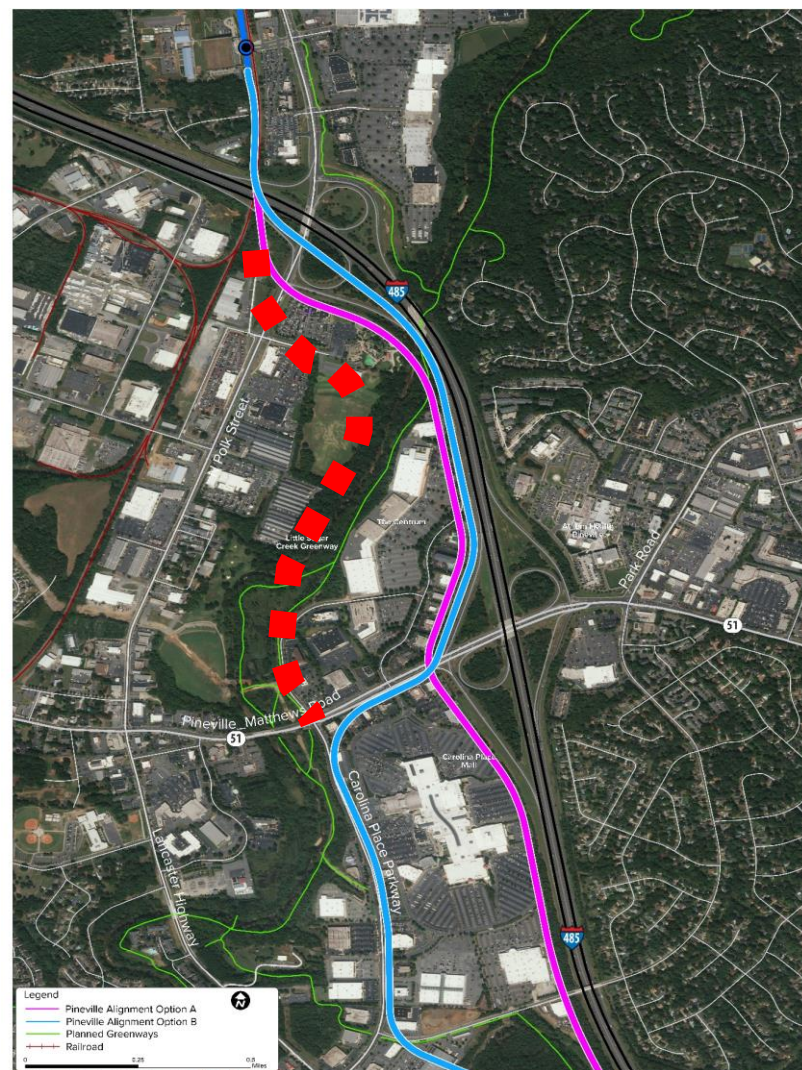


- Different direction from current Blue Line than Ballantyne
- Extending past Ballantyne toward Fort Mill is circuitous (long travel time) and primarily low-density residential uses
- **Recommendation** to review transit routes and modes in upcoming Regional Transit Study



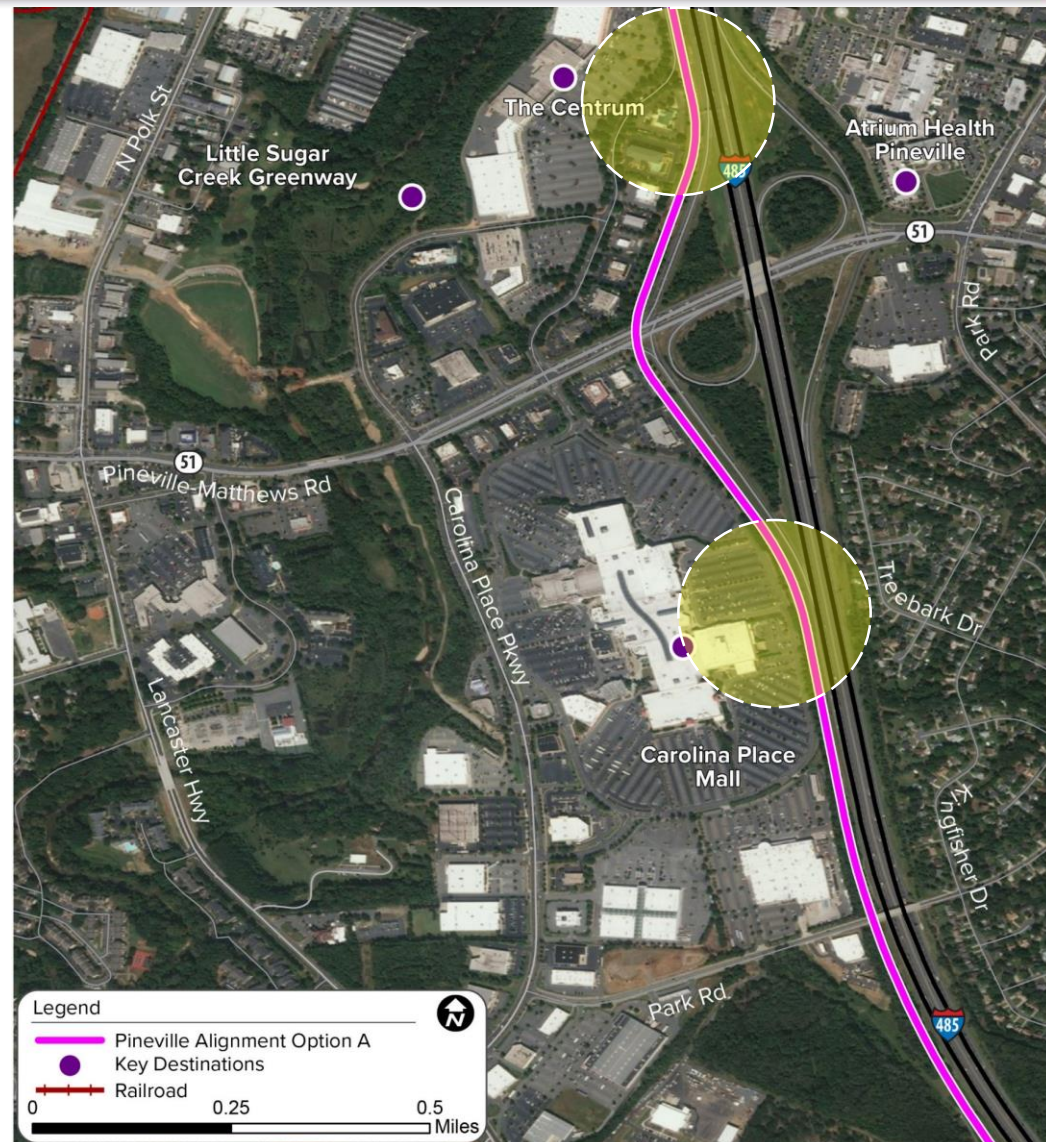
Removed options with major environmental challenges

- *Route option along Leitner Drive (north of NC 51) would impact the future Marsh Park, would be in a floodway, and would affect an identified burial ground*



PINEVILLE OPTION A

- Route along I-485 is close to Atrium Health, but difficult walk access
- Less interaction with vehicular traffic at Mall
- Serves the Mall area, but is farther from downtown
- I-485 is a barrier to station access

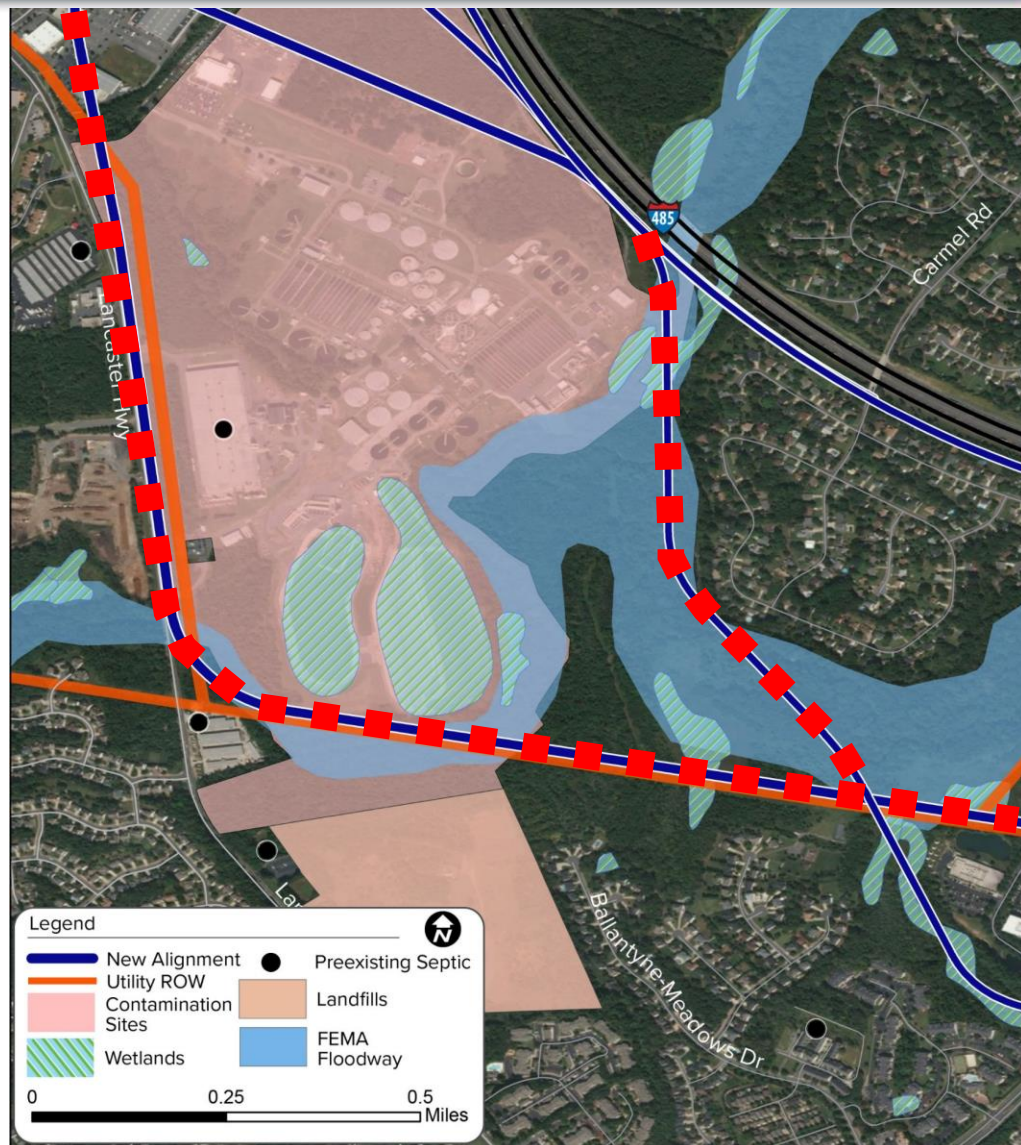


PINEVILLE OPTION B

- Includes route segment along NC 51
- Route along I-485 north of NC 51 is close to Atrium Health, but difficult walk access
- More interaction with vehicular traffic at Mall
- Route along Carolina Place Parkway serves the Mall area and is closest to downtown; enables station access from both areas

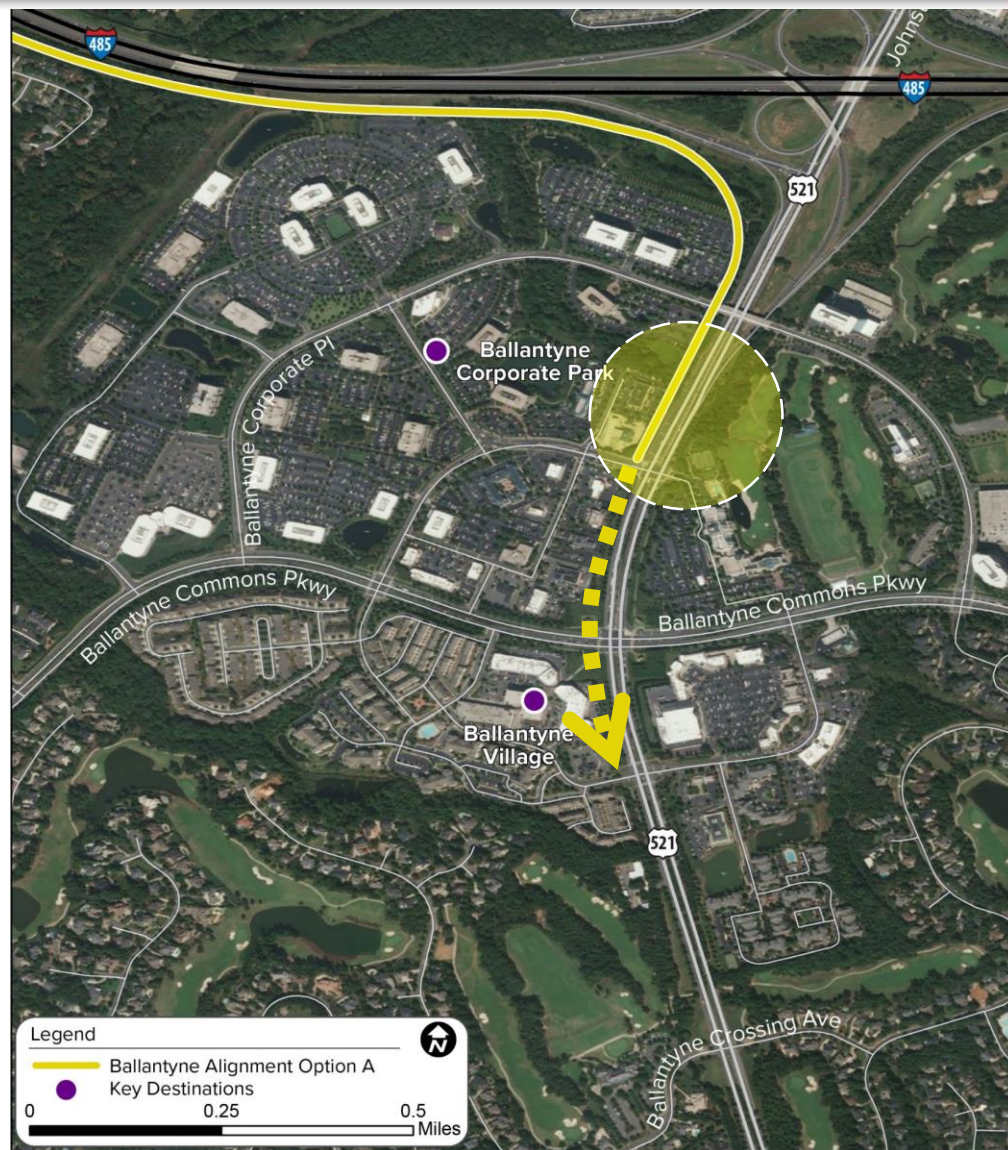


- Alignments west of the Wastewater Treatment Plan have significant floodway / wetlands impacts
- Major power corridor also creates significant challenges
- No station-area development opportunities



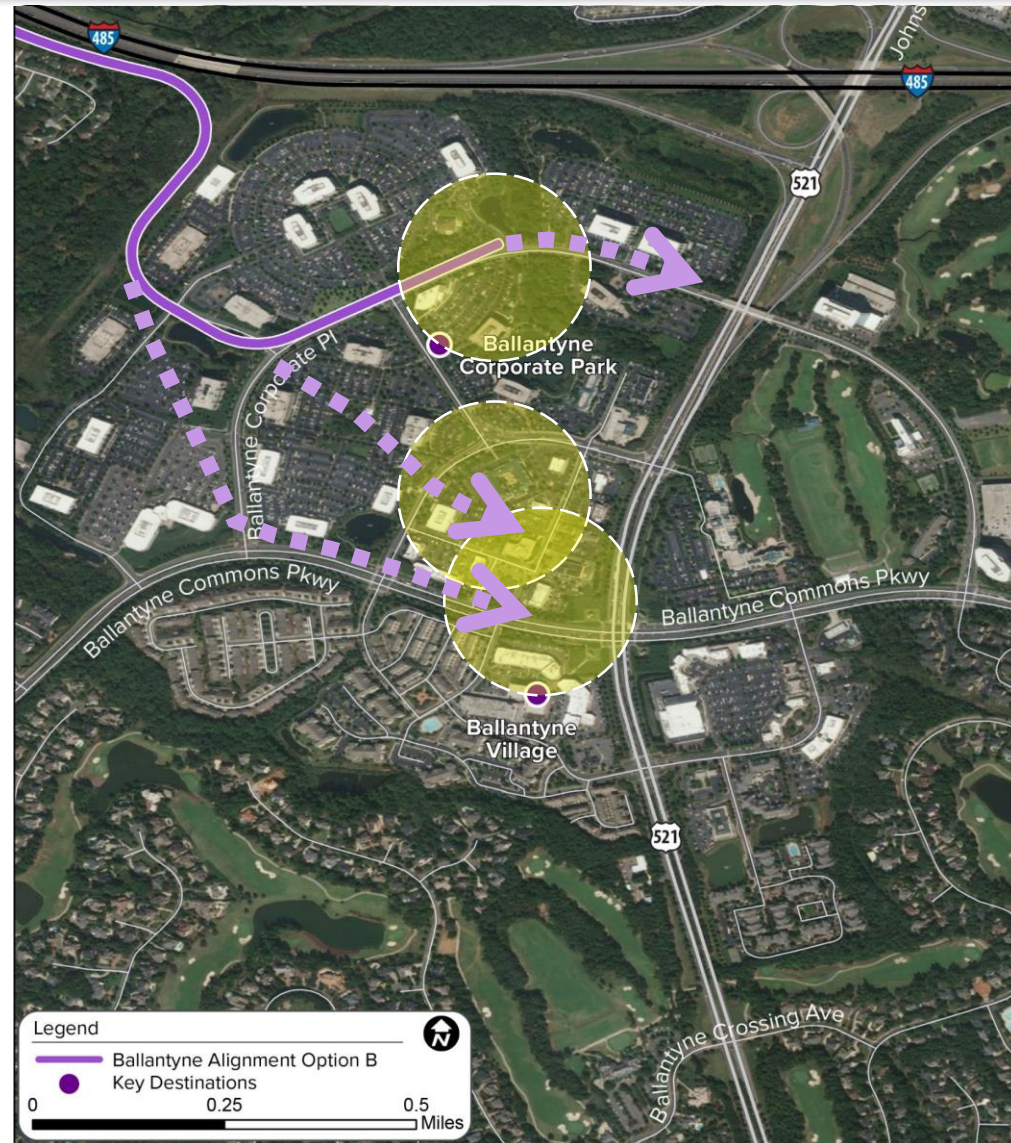
BALLANTYNE OPTION A

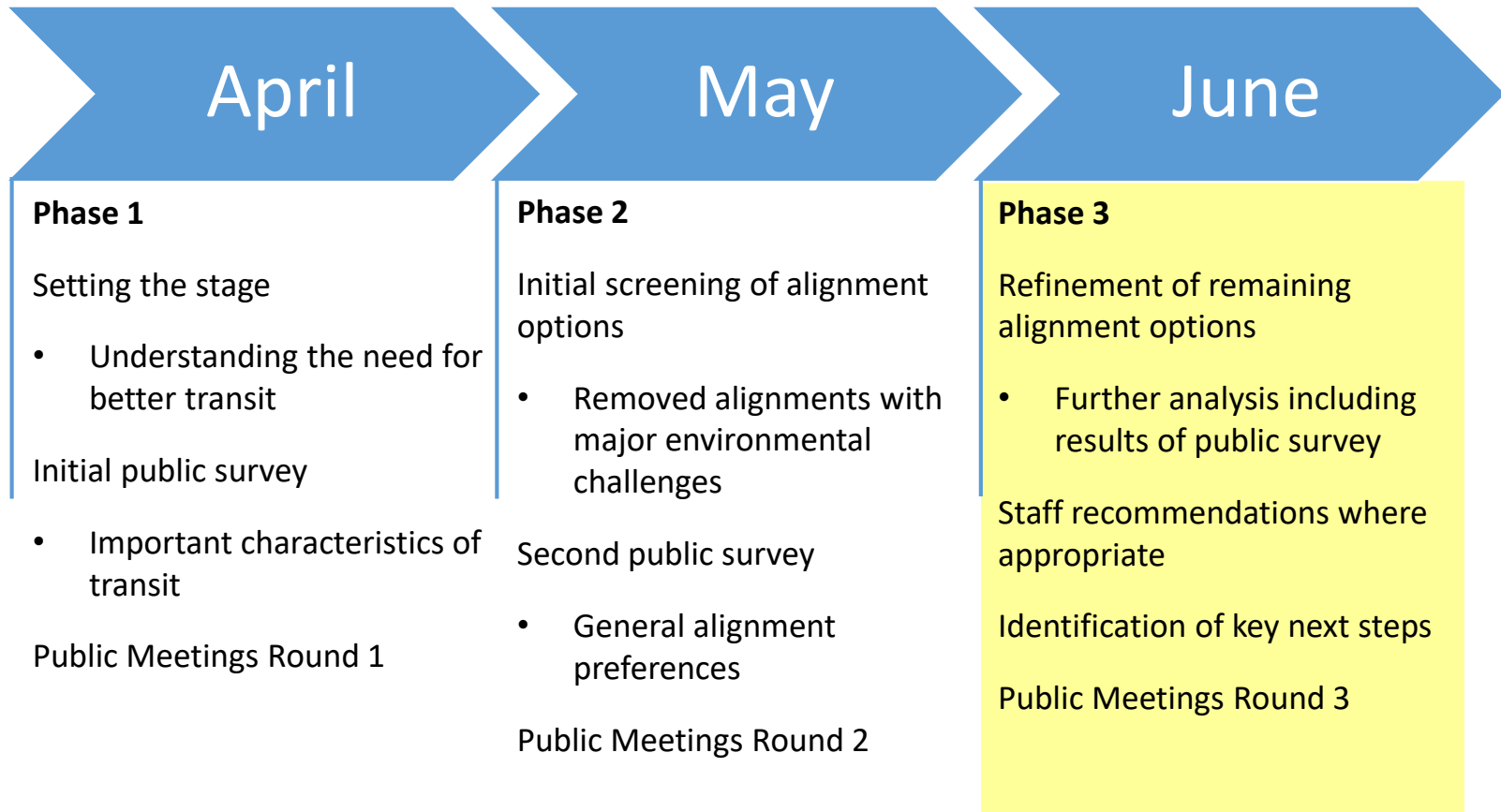
- Requires coordination with NCDOT on any future I-485 / Johnston Rd. improvements
- Runs parallel to US 521
- Potential visual impacts with structures / grade separations
- Central to areas east and west of Johnston Rd.
- Less integrated with potential infill development
- Greater potential for future extension toward the south



BALLANTYNE OPTION B

- Would traverse large swath of private property
- Greater emphasis on access to areas west of Johnston Rd.
- More opportunities for infill development and access to Ballantyne offices
- Greater flexibility to serve both offices and parking for uptown commuters
- Greater potential for future extension toward the east (Community House Rd.)

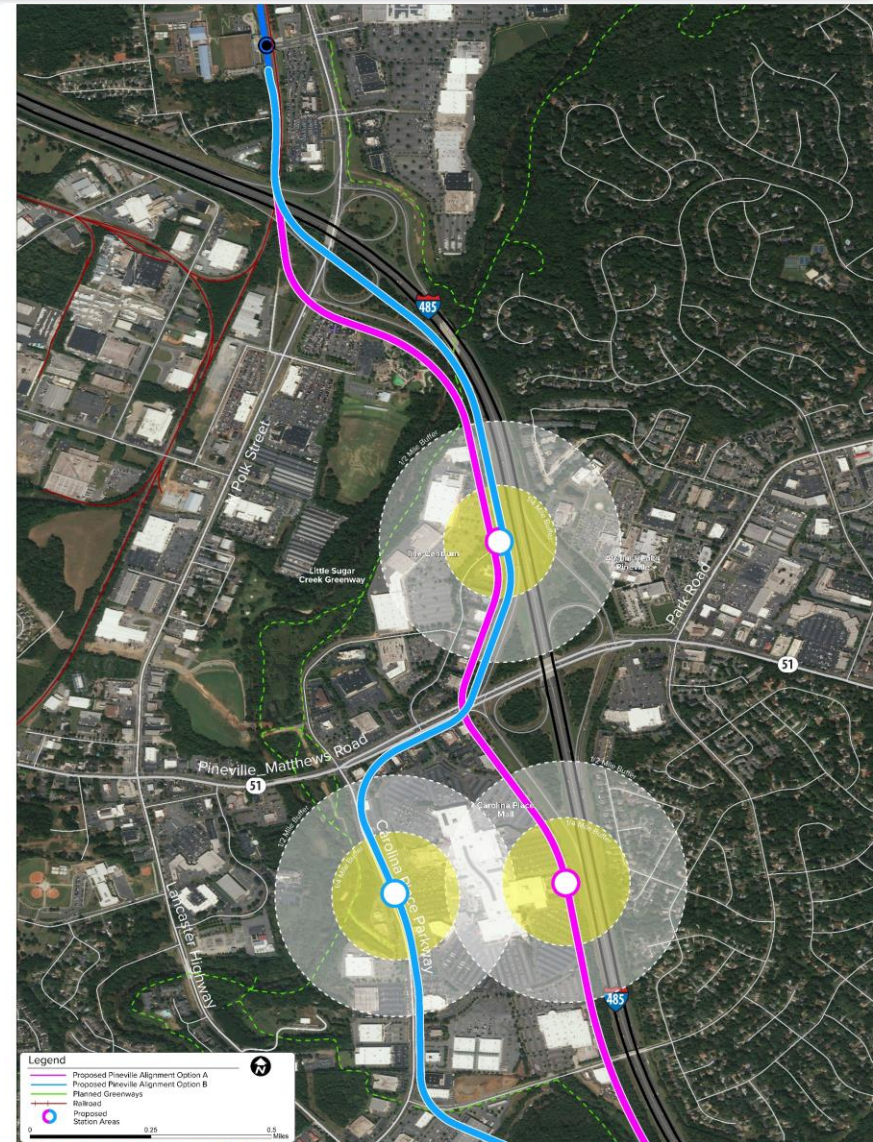
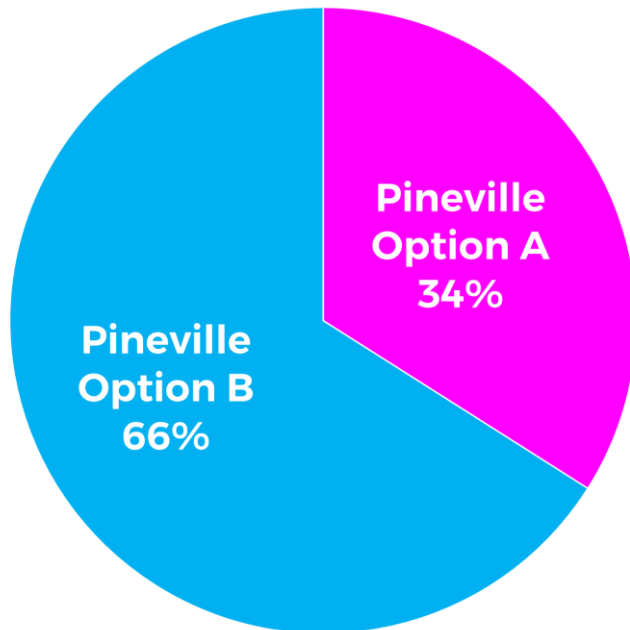




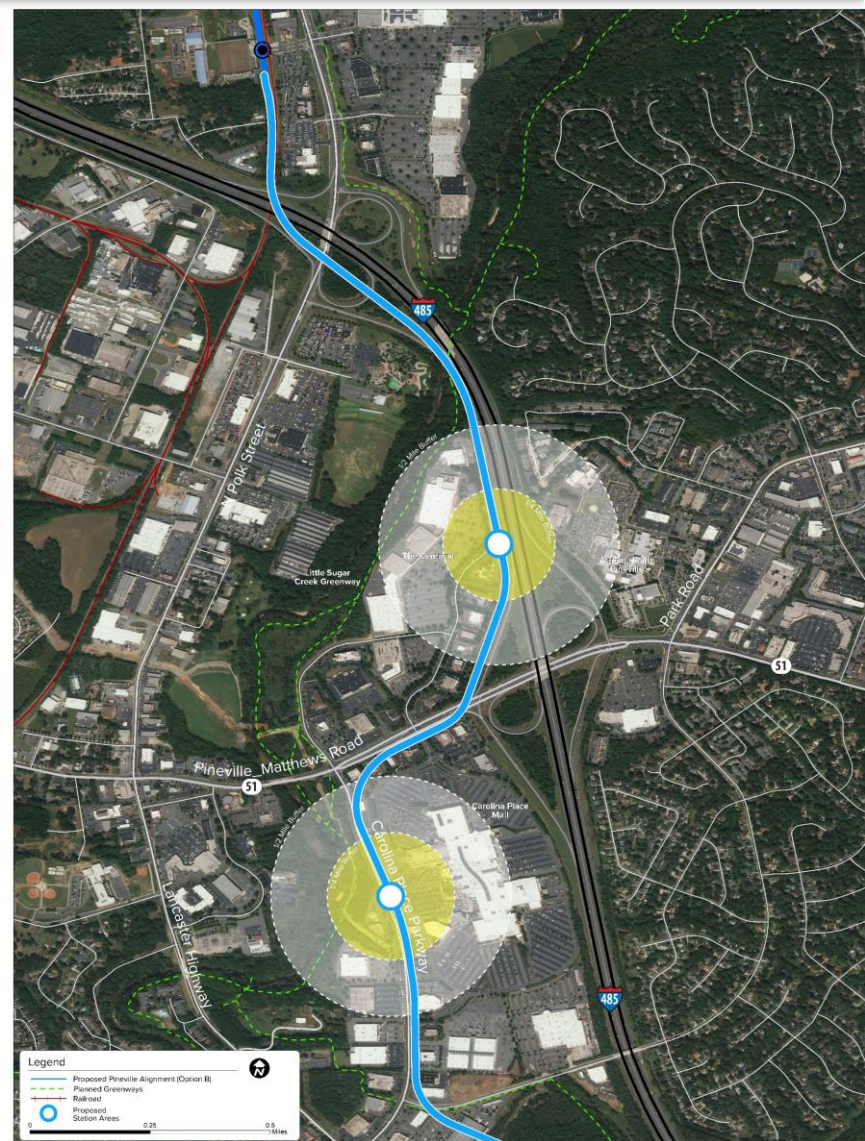
PINEVILLE OPTION A

PINEVILLE OPTION B

(1,325 responses)



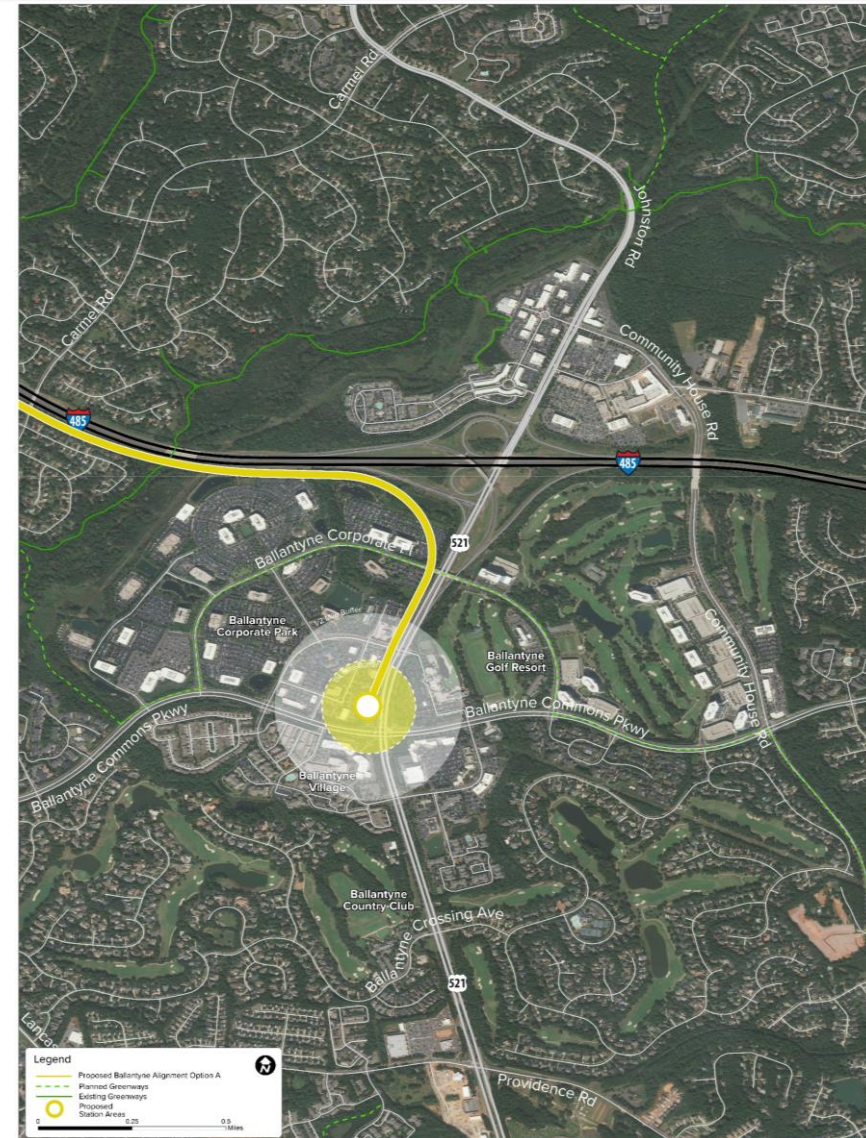
- **Pineville Option B** is recommended
 - Closer access to more opportunities (including downtown)
 - Greater potential to support growth in a transit-friendly way
- Visioning for the future station areas should occur to facilitate more detailed alignment development
- Alignment design should be advanced to develop more details on property requirements and potential impacts



BALLANTYNE OPTION A

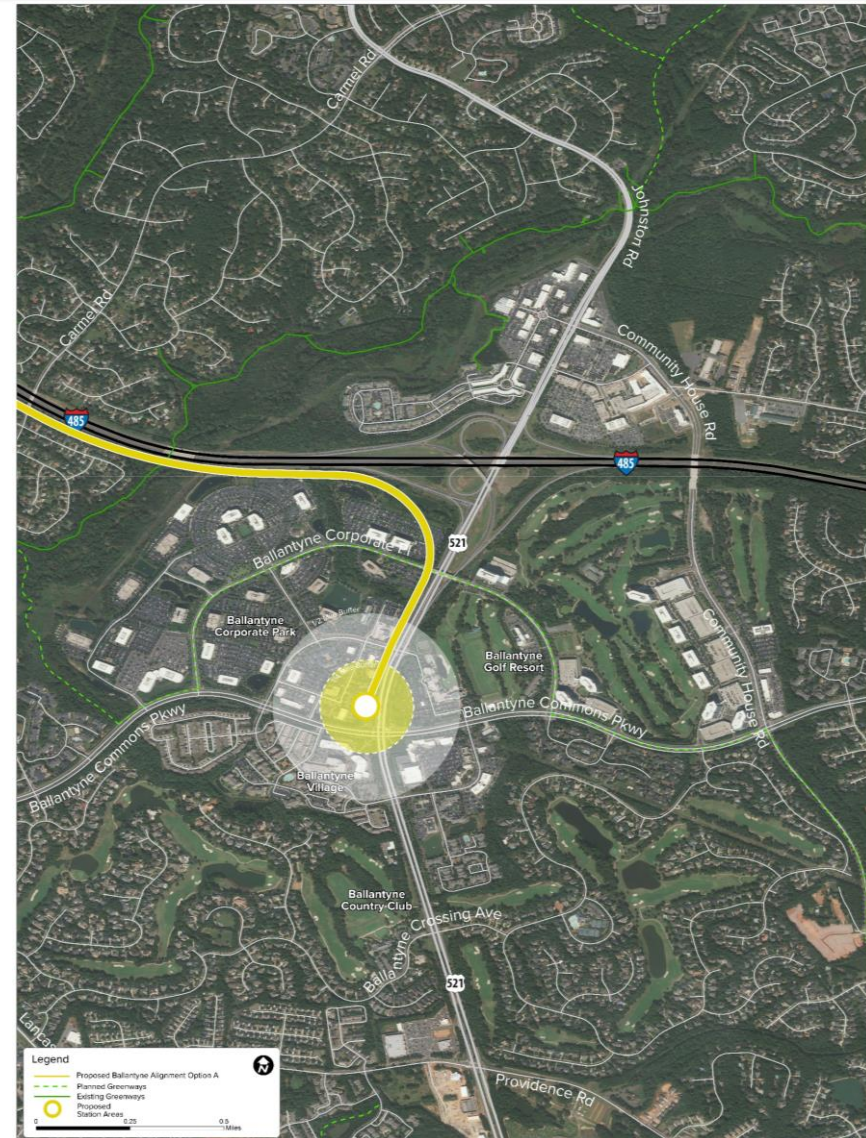
REFINEMENTS MADE

- Extend alignment beyond Brixham Hill Ave. (closer to Ballantyne Village)
- Shift terminus station south toward Ballantyne Commons Parkway
- Grade separation for rail over Brixham Hill Ave.
- Consider location as terminus



BALLANTYNE OPTION A

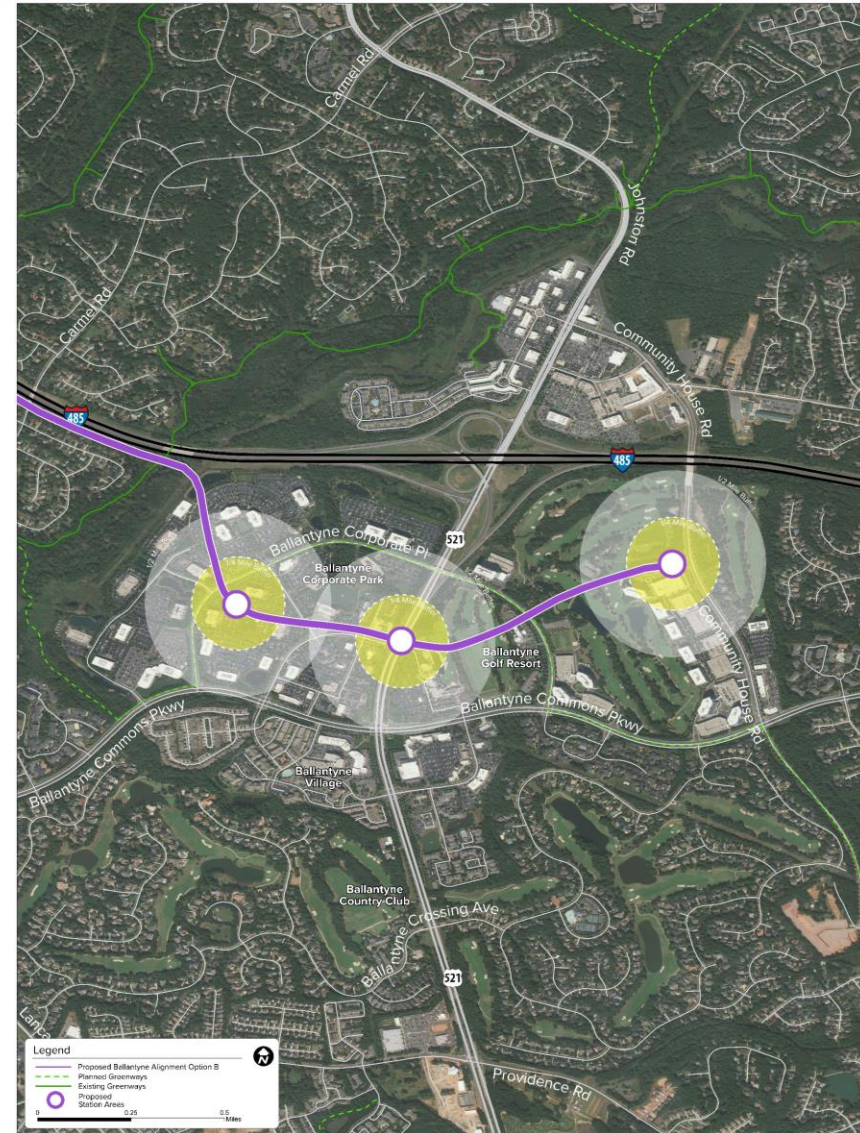
- NCDOT concern about alignment restricting available space for future interchange improvement options
- Coordinated approach with land owner is critical
- Fewer points of interaction with local streets, but station location options are more limited and have fewer access points to park-and-ride
- Grade separation under Ballantyne Corporate Place and over Brixham Hill Ave.
- Alignment is on the edge of, rather than integrated with proposed Ballantyne redevelopment



BALLANTYNE OPTION B

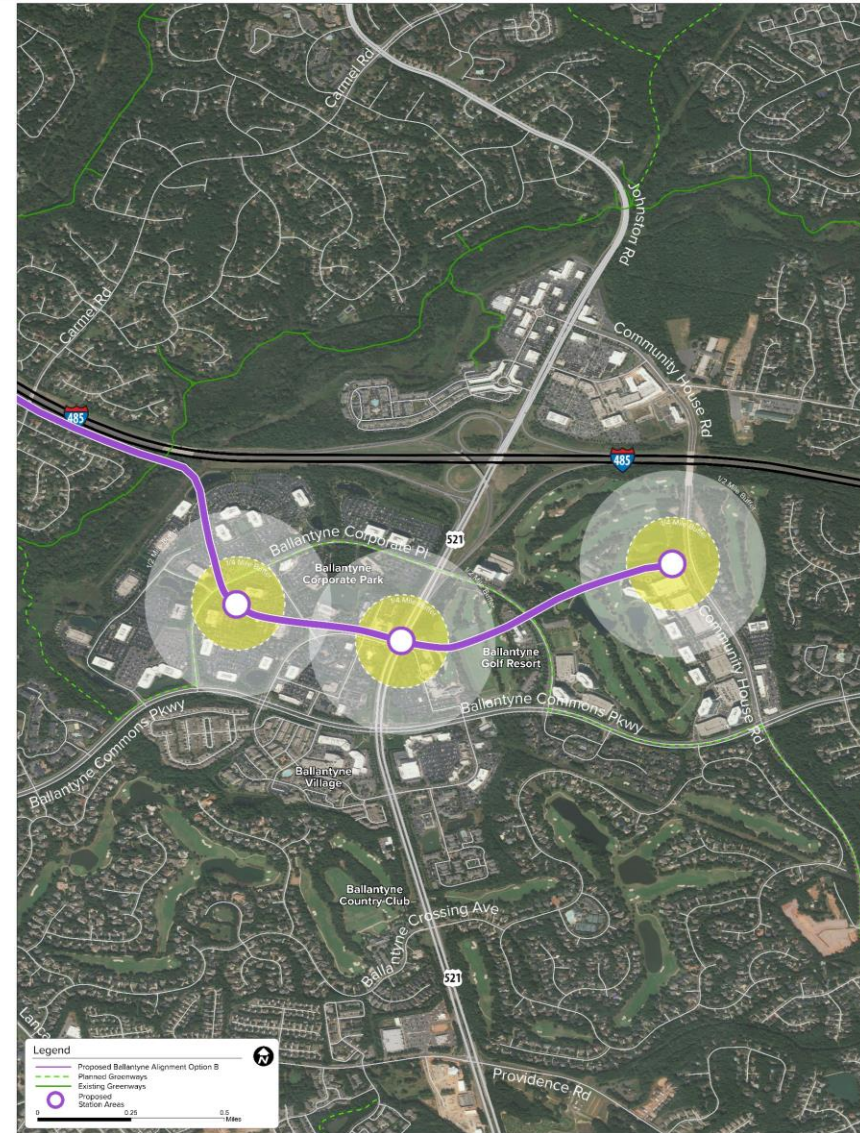
REFINEMENTS MADE

- Identification of conceptual alignment integrated with Ballantyne Corporate Park west of US 521 to maximize access to available acreage
- Continuation of conceptual alignment to east side of US 521 to serve potential “Ballantyne Reimagined” development concept
- Consider location near Community House Rd. as terminus station



BALLANTYNE OPTION B

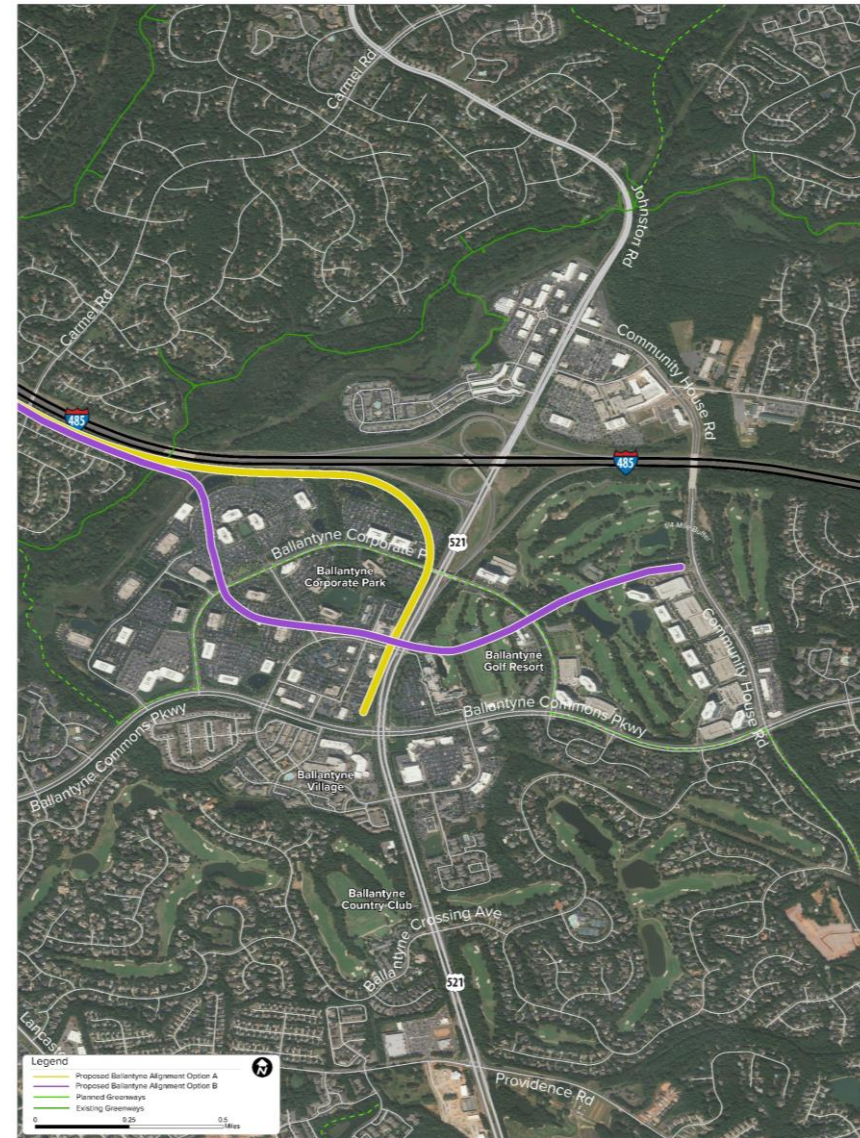
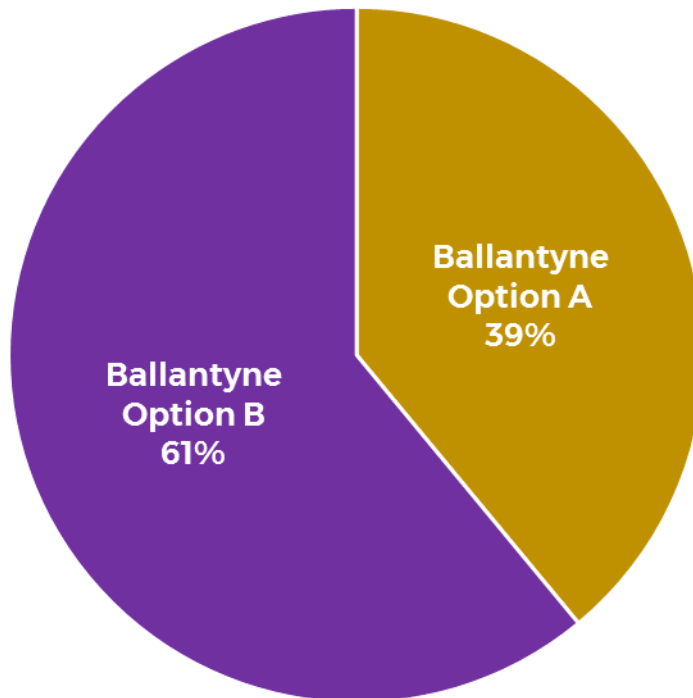
- Coordinated approach with land owner is critical
- Avoids I-485 interchange; will require grade separation over Johnston Rd.
- Could help to reduce the “barrier effect” of Johnston Rd. on future redevelopment
- Conceptually consistent with “Ballantyne Reimagined” plan
- Opportunities for additional station locations and more access points to park-and-ride



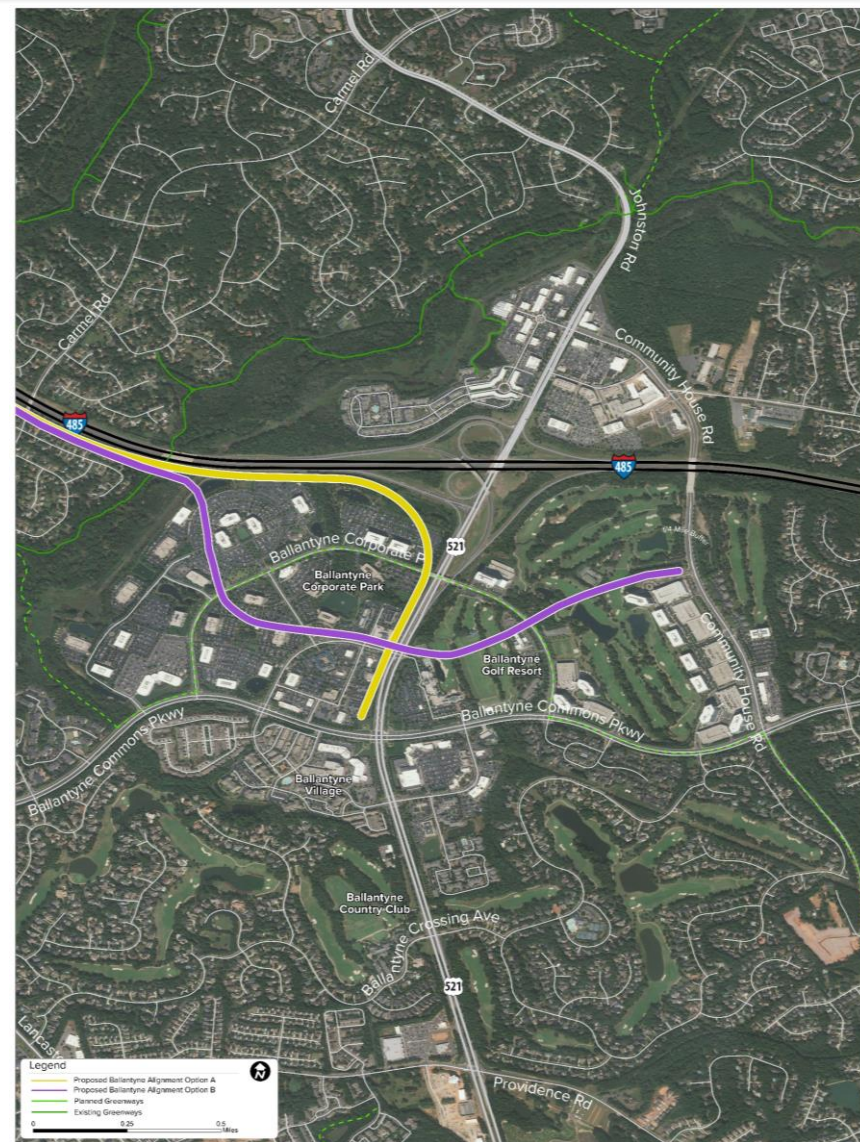
BALLANTYNE OPTION A

BALLANTYNE OPTION B

(1,325 responses)



- Ballantyne recommended as terminus due to its function as a regional activity center with major growth opportunities
- There is no alignment recommendation at this point; Ballantyne Options A & B continue to be evaluated in partnership with key stakeholders
- Enhanced bus service using the I-485 express lanes is recommended to improve the connection between the Blue Line, Ballantyne, and areas to the south in the near term

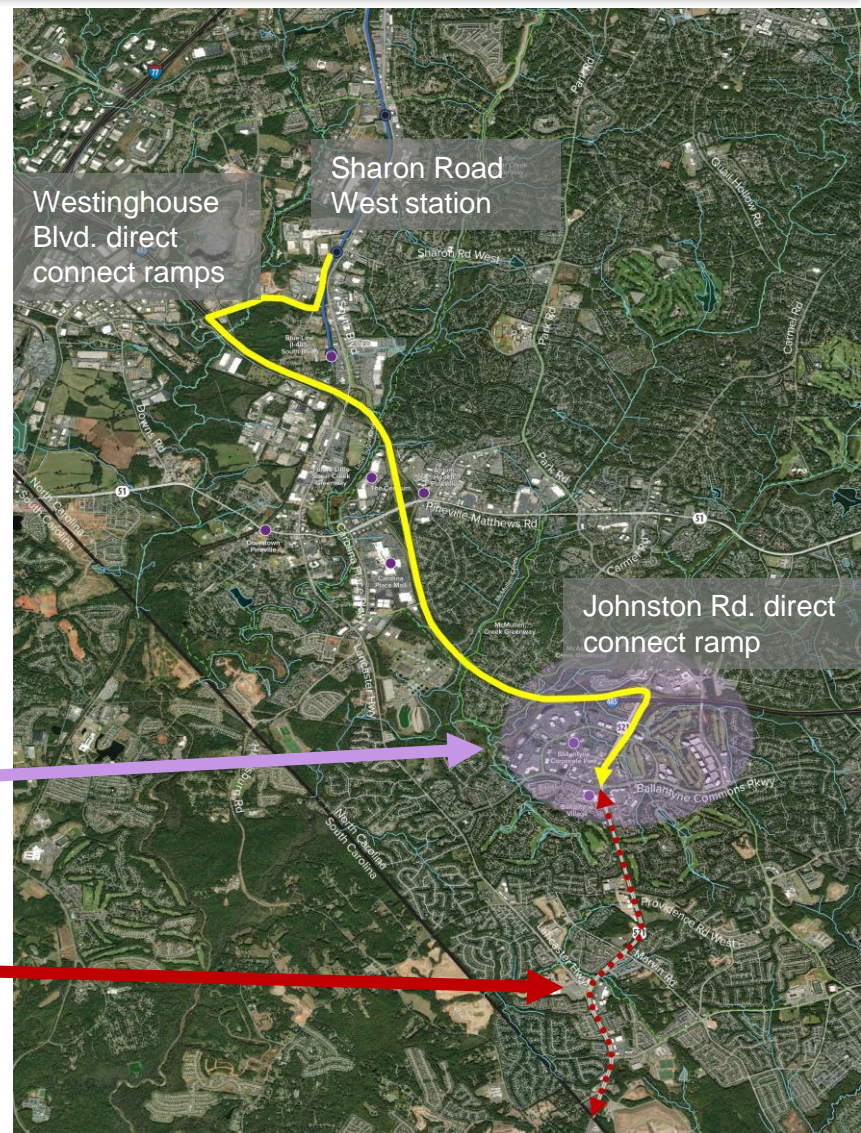


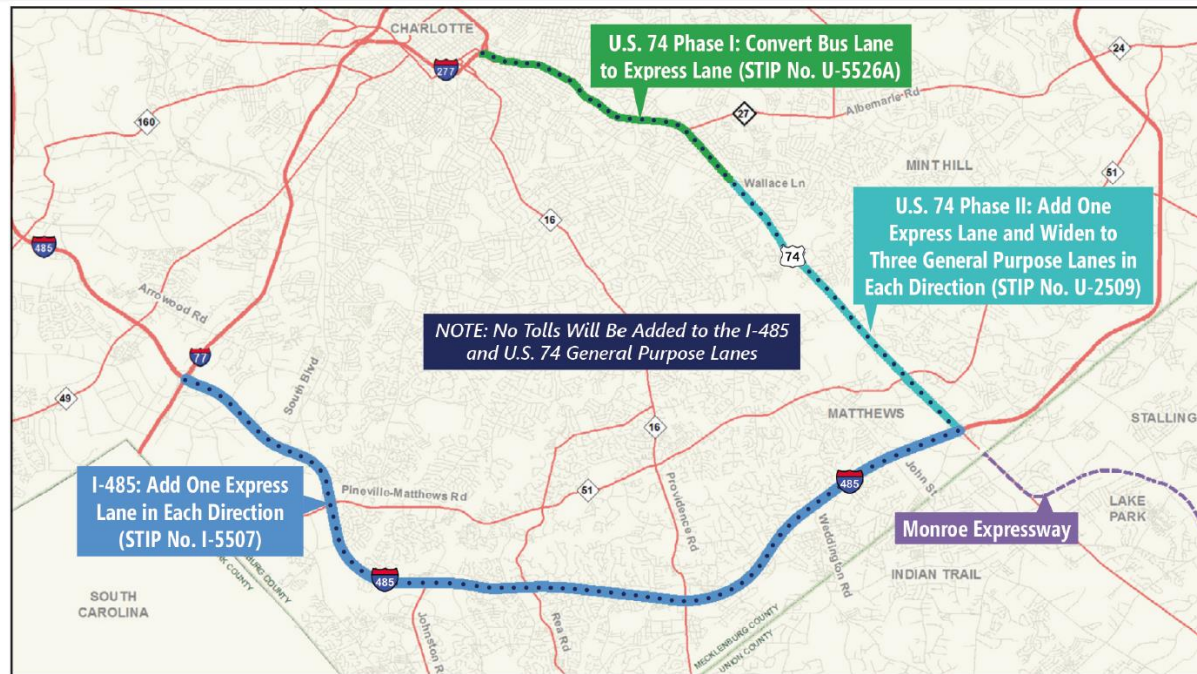
- Simply capturing more commuters to Center City isn't enough to justify the magnitude of investment for light rail
- Significant change in land use and urban form is needed for light rail to be attractive to potential users and support future growth



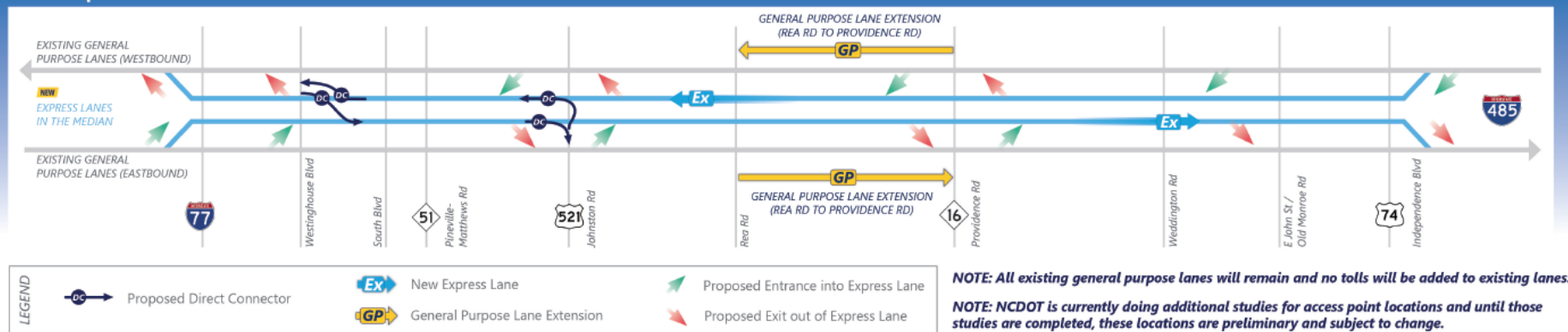


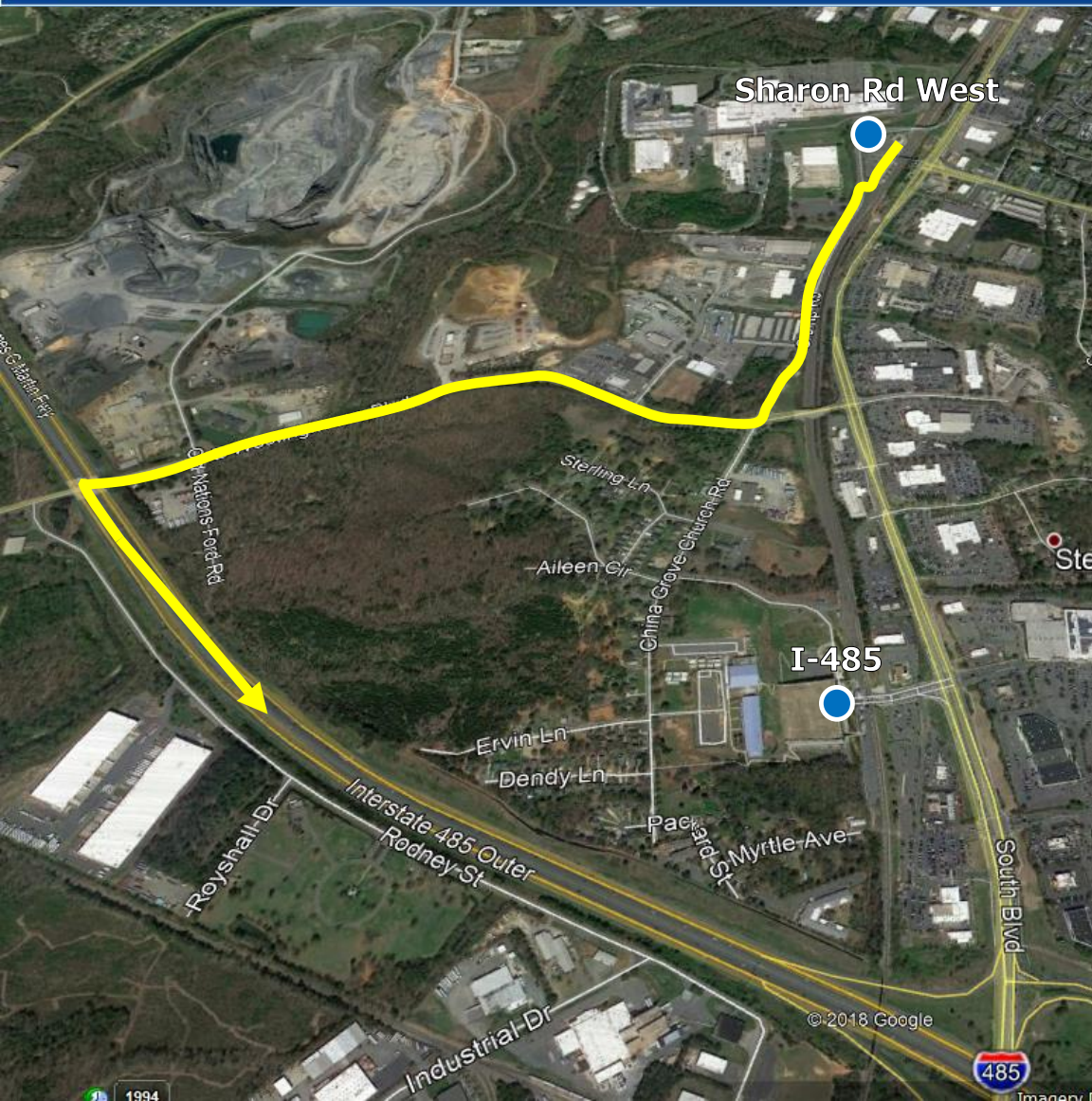
- Express bus between Ballantyne and the Blue Line using the I-485 express lanes
- Consider transit-priority streets for local bus service within Ballantyne
- Potential bus connection to Lancaster County with bus priority (e.g. bus-on-shoulder, queue jumps)





I-485 Express Lanes Preferred Alternative Access Points and Direct Connectors





- Easier Bus transfer at Sharon Rd West
- Routing provides opportunity to use Westinghouse Direct Connect





- Expansion of remaining Blue Line stations to accommodate 3-car platforms
- Consider parking expansion at I-485 / South Blvd. station
- Consider Blue Line extension and/or platform expansion to mitigate construction impacts of future I-77 widening



- Complete study documentation (June)
- Update Metropolitan Transit Commission (August)
- Continue coordination with key stakeholders on alignment options (on-going)



